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ENTERTAINMENT

GRAND CONCERT,
to be given at the
CLUB LUSITANO,
TO-MORROW (SATURDAY),
the 25th May, 1901, at 9 P.M. prompt.
by
PRIMA DONNA
SNTA. ADELINA BONIN,
Assisted by Lady and Gentlemen Amateurs, and
Conducted by Prof. A. GALLUZZI.
ADMISSION:—
Reserved Seats $2
Tickets can be obtained and plan seen at the Secretary's Office, Club Lusitano, on the 22nd May, from 9 A.M. to 6 P.M.
Hongkong, 23rd May, 1901. [1325

HONGKONG JOCKEY CLUB.
A MEETING of SUBSCRIBERS and MEMBERS interested in ordering SUBSCRIPTION GRIFFINS for next Race Meeting will be held in the Chamber of Commerce Room, City Hall, TO-MORROW (SATURDAY), the 25th inst., at 12 O'CLOCK NOON.
By Order.
T. F. HOUGH,
Clerk of the Course.
Hongkong, 22nd May, 1901. [1312

HOTEL

NOTICE TO CORRESPONDENTS.

ONLY *communications relating to the news columns should be addressed to* THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 24th May, 1901

LORD LANSDOWNE'S statement in the House of Lords this week made public the suggestion to the Powers of the British Government as to the raising by China of the indemnities demanded from her. Following on Viscount CRANBORNE'S statement in the House of Commons last week as to the unwillingness of the Government to sanction an increase of the Tariff, unless this were accompanied by the abolition of the *lekin* dues, we have at last an important declaration of policy. To commence with, Great Britain is in favour of a reduction of the huge indemnity demanded by the Powers. The demand has been swollen to its exorbitant proportions by claims of France, Germany, and Russia, and there is perhaps little chance of these Powers reducing their demands, though what special title they have to exacting the uttermost farthing from China is not obvious. If it may be presumed that the sum demanded cannot be reduced, in spite of the desire of three nations at least, Britain, the United States, and Japan, there only remains the method of collection to be settled. China, as we have seen, proposed to pay 450,000,000 taels in thirty annual instalments, 10,000,000 taels to come from the Salt Revenue, 2,000,000 from the native Customs, and another 2,000,000 from *lekin* dues. Certain of the Powers are in favour of a loan jointly guaranteed by the nations interested. The British Government opposes the latter proposal, and suggests as an alternative that certain sources of Chinese revenue, not yet specified apparently, shall be earmarked and bonds issued to the amount required for payment of the indemnities. A receiving Board would be constituted to collect these revenues and to pay them over to the creditor Powers. The advantage of this plan, it is contended, is that if China should default, the Powers affected can concert together and compel China to pay. Thus no Powers will be unduly favoured to the exclusion of others. It is hardly possible to pronounce definitely on this plan, until we know how the money required is to be raised—what sources of revenue, in fact, are to be earmarked. In itself, the constitution of a Board to collect the money and distribute it again to China's creditors secures fair treatment for all concerned if the original demands are fair. But this of course is not yet guaranteed; on the contrary, some Powers are claiming very much beyond their fair shares. Some adjustment of claims should precede the adoption of the British proposal, if it is to be adopted. This point is precisely the one on which we have heard nothing whatever of a trustworthy nature. It is impossible therefore as yet to feel that we are yet within easy distance of a real and lasting settlement.

Yesterday the French gunboat *Styx* arrived from Canton and the U.S. transport *Iris* from Yokohama.

To-day being the anniversary of the birthday of her late Majesty Queen Victoria, no business will be conducted at the Magistracy.

The *Hongkong Weekly Press*, containing the special article by "Scrutator" and the correspondence on "Municipal Freedom," will be published to-morrow morning for the homeward English mail.

The Japanese cruisers *Haskidate* and *Itsukushima*, which have been on a visit to Bangkok, left that port for Hongkong on the 11th inst. They had a great reception at Bangkok.

M. Delcassé has stated that 2,000 French troops have already returned from China, and that the rest of the expeditionary force will return as soon as the remaining clauses of the collective Note of the Powers have been fulfilled.

The Band of the Madras Light Infantry will play at the Hongkong Hotel to-morrow evening from 8 p.m. to 9.30 p.m. Programme:—

March ..... "Iolanthe" ..... Sullivan
Selection ..... "A Burlesque" ..... Kappey
Song ..... "The Silver Path" ..... Bevan
Selection "The Yeoman of the Guard" Sullivan
Waltz... "A Summer Night in Munich"... Cellier
Aria ..... "E Coro" ..... Conterno
"God Save the King."

It is understood, says a contemporary, that "Dad" Ferrell, the veteran actor of the Dallas Co., has been solicited to write a book entitled *Thirty-five Years of Theatrical Life in the East*, and when he has six months or so to spare he intends to devote some of his amazing energy to this literary effort, and those who know him can entertain no shadow of a doubt but that he will get through it with safety and credit.

A rumour, which has been traced to a Hongkong source, says the *S. F. Press*, is to the effect that the Royal Welsh Fusiliers will come to Singapore towards the close of the year. All that can be said is that that is the expected, and the probable. It may be taken as pretty certain that Mr. Brodrick's policy of marine garrisons for minor coaling stations has collapsed by this time. That being so, recourse would be had to the usual routine, particularly as indicated in the Army Estimates for 1901-02.

With regard to plague in Calcutta, a telegram from that city on the 5th inst. says:—Recently several Chinamen have died here of plague. Yesterday the leading members of their community paraded the streets in gay procession chanting hymns and praying on the way from one joss-house to another. The musical instruments were specially brought from Rangoon for the purpose. The sight was unique in Calcutta and attracted a large crowd of sightseers.

According to a dispatch from Shanhaikwan to the *Asahi*, administrative offices have been established by the Russian authorities at Harbin, Kirin, Mukden and Honchun, with branches at Talien, Hinking, and fourteen other places. The directors of the offices are army officers, who are provided with civil and military staffs. The authorities have also issued some new regulations for the collection of taxes. This is what is called by the Russian Government "quietly awaiting the course of events," a Japanese contemporary suggests.

A Japanese residing at Osaka and hailing from Okuyama, being content to live on his wits, says the *Kobe Chronicle*, after some days of severe cogitation evolved a plan whereby he might earn his living with the least possible trouble to himself, while at the same time acting as a sort of negative public benefactor. The fact that the City authorities pay five sen each for dead mice and rats was the opening through which he say his way to fortune. He accordingly laid out his capital in the purchase of some white mice—probably not being able to get the brown variety—and commenced business as a mouse-rearer. From time to time he repaired to the various police stations with one or two dead mice, for which he received the stipulated reward. One Sunday morning, however, his cupidity got the better of his prudence, and he took seven young mice to a police-box. The policeman recognised the man as having before visited the box on a similar errand, and his suspicions being aroused asked the man where he had caught the mice. The man explained that he had found a nest. The policeman said the nest must be removed at once, and he would go to the man's house to see it was done properly. The nest proved to be a lot of mice-cages, many of which were found in the man's room, each tenanted by white mice. The mice-breeder was last reported to be at the police station.

Prince Henry d'Orleans, who is on a tour in the east, has been on a short visit to Pnompenh.

A London telegram of the 6th inst. says:—The doctors have forbidden Ranjitsinghji to play cricket for some weeks.

The Government of Burma has been asked to submit proposals for additional Military Police to replace the troops now in the Southern Shan States.

It is said in Bangkok shipping circles that the steamers *Phra Chula Chom Klao* and the *Phra Chom Klao* will fly the German flag on their next visit to Bangkok.

As Harmston's Circus is now occupying the attention of Singapore, the rival circus, "Warren's," which was to have gone to Singapore, has decided to tour Java first.

The Calcutta *Englishman* in an editorial paragraph has expressed regret for the strictures passed on the sanitary condition of Ahmednagar, the new location for the Boer prisoners in India.

The election at Monmouth to replace Mr. Rutherfoord-Harris who was unseated for bribery has resulted in Mr. Lawrence, the Unionist Candidate being returned by a majority of 343 votes, Mr. Lawrence polled 4,604, and Mr. Spicer, the Radical Candidate, 3,261.

A despatch dated Simla, 7th May, says:—Only 3,298 plague deaths occurred in India last week against 4,093 in the preceding seven days. The principal improvement is in Bengal, the North Western Provinces and the Punjab; while Bombay and Karachi cities are recording a small increase each.

It is stated that the Eastern Extension Telegraph Co. has entered into a contract with the Netherlands Indian Government for supplying and laying, on account of that Government, a cable between Java and Borneo. The cable is now being manufactured, and is expected to be laid during the current half year.

THE PLAGUE.

During the 24 hours ending at noon yesterday there were reported 27 cases of plague and 24 deaths (all Chinese).

All the European patients in Kennedytown Hospital, we are informed, are improving in condition, as also is Mr. F. Collins, who is being treated at his residence, 6 (not 3) Caine Road.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 21st May.

PORTUGUESE CONSUL GOES ON LEAVE.

On the 21st inst. the Portuguese Consul-General, Mr. J. H. C. Crespo, with Mrs. Crespo, left Canton by the s.s. *Fatshan* to go home on sick leave. A number of persons went on board to bid them farewell, and the Portuguese band was also there playing the "Hymno de Carto." The street leading to the steamer-wharf was lined with a guard of honour under Capt. Yeang. Shortly after the farewell toasts, in which the Consul expressed his regret at having to leave Canton on short furlough, and courteously thanked those present, the steamer left, followed by a steam launch with the band on board playing. A lot of fire-crackers were let off. The Portuguese Consulate is in charge of the British Consul General, Mr. B. C. G. Scott.

GENERAL GASELEE.

An article on General Gaselee appears in the *Daily News* by Mr. Frederick Coleman, in which he states:—

Lieutenant-General Sir Alfred Gaselee is not only an experienced soldier, but a far-seeing and able diplomat as well. The work which was placed in his hands when he was sent to China last year and given command of the British forces in that part of the world was of such character as would necessitate the exercise, on his part, of the combined military knowledge of the soldier and the judical ability of the statesman. The General arrived at Tientsin in the morning. By night we heard many a story of his indignation at the lack of preparation. The statement that the Legations could not have held out forty-eight hours longer than they did calls forth much criticism as being exaggerated, yet it was made by certain men among the besieged who generally know what they are talking about. At all events, General Gaselee was responsible for the arrival of the Allies in Peking at the date they finally did reach that city, which reflects much credit on his action in pushing the expedition forward, whether or not its arrival a week later would have achieved the same result.

So much for General Gaselee's dash and enterprise when such characteristics are called upon. But important as military skill is to military operation, it was not more so in China last year than were coolness, sound judgment, and tact. More than once during the march to Peking, the days of preparation for it, and the days which followed its successful termination, did the judicial ability of the General make itself felt in international councils. In General Barrow, General Gaselee had a Chief of Staff of rare judgment, and one who has laboured hard and well to assist his superior in the arduous duties of the Chinese campaign.

I remember seeing General Gaselee ride down the front of the British line with General Lineveitch, the Russian Commander-in-Chief, on the morning of Aug. 28, just prior to the historical triumphal entry into the Forbiddden City. General Lineveitch is an old man, with white hair and moustache, a face of singular strength, perfect seat in the saddle, and an altogether magnificent appearance. As the two Generals passed down the lines of the Indian contingent, of which General Gaselee was so proud, it was a noble sight. His keen eyes lighted with conscious pride at the excellent appearance of his command, his fine figure showed at its best advantage on horseback, and the well-worn expression came to the minds of every Anglo-Saxon, "He certainly looks every inch a soldier." His officers are very fond of him. He is genial, and easy to approach and converse with. His manner is simple and unassuming. One talks with the General but a moment before becoming positive that he is an eminently just and good man, as well as a wise one.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

LONDON, 22nd May, 4.10 p.m.

BRITAIN'S SUGGESTION AS TO THE INDEMNITY.

Lord Lansdowne in the House of Lords stated that the British Government had suggested that China should pay the Powers in bonds representing the indemnities, and should earmark certain sources of Chinese revenue, the yield being paid to a special receiving Board for distribution among the creditor Powers.

ITS ADVANTAGES.

The advantage of this arrangement, Lord Lansdowne said, is that should China default, the Powers affected could by collectively concerted action be assured of compelling payment.

BRITISH EXPEDITION RETURNING.

3,300 British troops leave China immediately. It is hoped that there will be further reductions shortly.

REUTER'S SERVICE.

LONDON, 21st May.

THE BOER INVASION OF CAPE COLONY.

The new Boer invaders of Cape Colony are officially estimated at 800. They are establishing a base to the south of Venterstad.

THE BOER PRISONERS.

The Boer prisoners have now reached a total of 18,398.

COUNT VON WALDERSEE.

It is persistently reported that Count von Waldersee will leave China in the middle of June. He will visit Japan on his way home, and be the guest of the Emperor during his stay there.

LONDON, 21st May.

THE CHINESE INDEMNITY.

Lord Lansdowne has suggested to the Powers a plan whereby China is to pay the indemnity by bonds representing each Power's share, certain revenues to be ear-marked for payment, and the bonds to be payable by a special board, which will distribute to the Powers. In case of default by China, all the Powers to be collectively affected.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

MUNICIPAL FREEDOM.

TO THE EDITOR OF THE "DAILY PRESS"

Hongkong, 22nd May 1901.

SIR,—It is evident that the present newspaper agitation for municipal freedon is the outcome of past failures in sanitation and attempts to improve the health of the Colony. Although we have introduced and adopted a new and elaborate system of drainage, concreted nearly the whole surface of the Colony, and whitewashed the houses of the city twice every year for the past seven years, plague is still with us. In certain respects it is worse, several Europeans having already succumbed to the disease.

If plague, malaria, typhoid and kindred disease are to be stamped out, money must be spent; and the Government cannot help sacrificing its reversion and the wealthy landlords their incomes.

In improving the sanitation of the Colony, there are many points which require careful study.

Two questions of paramount importance are:—

1. Improvement of the drainage system.
2. The housing of the inhabitants.

The present system of drainage, although perfect in its way, is unsuitable, for the following reasons:—

The drain pipes are too small, and are liable to get choked.

The pipes are difficult to clean, and also the numerous traps and gullies.

The joints of the pipes interfere with the free passage of sewage and induce the mud and rubbish to settle.

The rotting rubbish and stagnant sewage matter is just the stuff to breed plague germs. Rats and other drain-vermin and insects get inoculated with these germs, rush out into the open for fresh air, die in the houses, poison the air, and so help to introduce the disease to man.

Mosquitoes breed in countless millions in the stagnant water and sewage of the traps and gullies and drains, and who can say that they, together with fleas, are not transmitting agents of plague, malaria, typhoid fever and other dreaded diseases?

The mosquito plague from which we are at present suffering, obliges us to sleep with closed curtains at night, thus compelling us to shut out fresh air and breathe the warm fetid air inside the curtains, to the detriment of our health. I need not mention that they torment and worry the life out of us at times; for I think I can get many willing testimonials on this point.

The traps of the drains being open day and night, the poisonous gases escape from them, and pollute the surrounding atmosphere. The stench around traps is sickening; and what medical man dares to say that such a state of the atmosphere is not injurious to health?

The air of nearly every ground-floor in the Colony is contaminated and charged with poisonous sewer gas, and the wonder is that there is not more sickness.

Before the system of traps and gullies was introduced, we had very few, if any, mosquitoes, and none of the abominable stinks which often greet our nasal organs as we pass along the streets of the city. We were also free from plague! But, of course, I don't mean to say that the drains are the sole cause of plague, as doctors say there are other agents at work.

It is useless to cover the traps with bags and chloride of lime, and to pour gallons of Jeye's Fluid and other disinfectants down the drains. This is only cheating ourselves. The protection is imaginary, and money is wasted.

Why not remove the causes of the present deplorable state of affairs by (*a*) introducing covered cement, rendered cement-concrete, drains, where advisable (these give a smooth channel and allow of the free passage of sewage); (*b*) abolishing the mosquito and germ-breeding system of traps and gullies, or if this cannot be done, covering these up during the dry season; (*c*) introducing more covered manholes; (*d*) introducing high sewer-ventilating pipes; (*e*) adopting surface drains for houses, with traps and ventilating pipes in the yards, and lastly, but most important of all, erecting large flushing tanks on the high levels for the thorough flushing of the sewers with salt water pumped from the harbour. The sewage should not be allowed to pollute the harbour—as witness the state of the Praya as low tide—but should be pumped and carried out to sea. The last item means a heavy annual expenditure, but if we want to keep our city fresh and healthy and free from plague and other diseases, we must be prepared to pay for it. Better spend money sensibly and effectually than waste thousands of dollars annually on imaginary preventive measures, exasperating and annoying alike to body, mind and temper.

From drains we come to houses.

The proper housing of the inhabitants is of the greatest importance to the health and prosperity of the Colony. The inhabitants, especially the poorer class of Chinese, are packed together like sardines. The houses are high in proportion to the width of the streets and lanes, and there is a total absence of light and air. The various flats are low and suffocating, and lacking in proper ventilation. Fresh air cannot circulate through them and neither can the sun's rays penetrate to their dark and fetid interiors. In fact in many of the houses are surrounded and situated in dark damp lanes where even at daytime lights have to be put by the occupants of the ground and first floors before they can see their way about. Such places breed plague and disease, and it is no wonder that the plague clings to the Colony so tenaciously when there are so many "breeding" localities in existence.

I would suggest that the Government lay out a model town on the New Praya (East), at Causeway Bay or at Kowloon by erecting twin houses, fronting wide streets, and with lanes between every alternate pair. This would give thorough ventilation, and tenants would have the benefit of fresh air and sunlight. The side walls of each pair of houses could be erected with large windows, and the party or dividing wall ventilated by means of circular windows or ventilators in order to insure a free passage of the air. Kitchens and bath-houses could be erected at the rear of each block.

Some may argue that such a scheme would be very expensive and wasteful, but in consideration of the benefits to be derived, I think it worth while sacrificing a little money and land. Such houses would bring in higher rentals, and a better class of tenants.

Of course it would be impossible to deal with all the existing houses in this way, but on old houses being demolished for re-erection, I think it would be well for the Government to pass a law making it compulsory for landlords to erect, where convenient and advisible, twin houses under the condition that the loss in the value of land is made up between them proportionately.

The Government will have to suffer loss through compensating the landlords, but the money can well be spared in consideration of the benefit which the Colony will derive from such a change. There will be more breathing space, the value of house property will be enhanced and new localities will have to be opened up for the Colony's surplus population. Workmen, artisans and coolies will have to remove to the suburbs, the congested state of the city will be relieved, and a flourishing system of tramways will be the result.

The game is worth the candle, the treasury will benefit in the long run, and Hongkong, as the third shipping port of the world will proper by leaps and bound. But how is the Colony to prosper if, through the continued presence of plague, it is quarantined year after year by the various ports and trading centres of the world? It is therefore clear that for crying evils we need drastic remedies.

For tropical countries public baths are a necessity, not only for coolies, but for all classes of the community; and H.E. the Governor deserves the thanks of the Colony for being the first to introduce them. At present they are run at a loss to the Government, but in a couple of years time they will be the means of adding to the revenue of the Colony.

In dealing with plague patients there is a point which requires careful study, and which may lead to riots and strikes as in India, if not attended to in time. I hope the Government will give this point its serious attention. I mean the transfer of the sick and dead from the Colony to the mainland of China. It is a concession which the Chinese are praying for, and for which I believe they have already petitioned the Government. The removal of the sick and dead can do no harm to the Colony, but the contrary, as it will relieve the place of its sick and dead, thereby decreasing the chances of infection and future outbreaks. Of course it will be necessary to register and supervise these departures as in previous years. Thousands and thousands have died and been buried in and around Canton, and any sensible man can see that the few from Hongkong are but a drop in the ocean.

Doctors may argue that this would be spreading the disease, but the argument is silly, when everything is taken into consideration. Nature will do her work.

There is nothing the Chinese dislike so much as to have the bodies of their friends and relatives buried and burnt in quick-lime, another method of cremating them.

If the Chinese want to leave the Colony for their homes, and the Chinese Government has no objection, I cannot see why the Hongkong Government should not allow them to go. The present enforcement of the Convention is a farce. Although the Venice Convention forbids such removals, it was drafted for European countries, and the drafters of the convention being quite ignorant of the conditions prevailing in the Colony and the mainland, the Home Government should be approached through H. E. the Governor with a view to amending the law as applied to Hongkong and granting the concession prayed for by the Chinese.

Hoping others will come forward with better schemes for the benefit of the Colony.—Yours, etc.,

T.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 23rd May.

SIR,—"Scrutator's", valuable and thoughtful letter to the *Daily Press* has set free a flood of opinions, wise and otherwise, concerning this most important subject, the general result being an absolute disregard of the main principle which should govern a discussion of this nature, namely, the inalienable right of a man to manage his own affairs and control his own expenditure. The concession of this principle is the basis of the foundation of all municipal organisations, as diametrically opposed to that system of Governmental oligarchy under which we profess to be governed in Hongkong and in one or two other places. It is a laid down axiom that, before complete, or even partial, municipal freedom can be granted any community, such community must have demonstrated its absolute fitness to receive the boon, and that Hongkong has done this many years ago is, we think, an admitted fact. It is not our ability or otherwise, however, with which the Government is concerned when they decide to prohibit us becoming municipally free; it is because of the so-called Imperial interests involved which, when all is said and done, are quite as much matters of local interest. The advantages of municipal government of the people, by the people are many and manifest, but it will only be necessary to instance a few of the more important. In the first place, it ensures the management of local affairs being entrusted to a body of men intimately acquainted with and interested in the requirements of the community; secondly, it ensures a prompt and speedy recognition of local needs, and the equally prompt action of giving effect to them; and, thirdly, it is by means of Municipal Government only that the wants and necessities of the community can be made plainly apparent to the higher authorities. These are reasons in favour of municipal freedom which we do not imagine can be gainsaid. On the other hand, and particularly in reference to Hongkong, what is there to be urged against it? Unless it be a valid reason that might is justified in dominating right, we can discover none. The miserable farce which has been played out *ad nauseam*, on the Sanitary Board has nearly reached the fall of the curtain, and public opinion is intensely exercised as to what sort of play will be staged next. It surely cannot be intended to continue on with the Sanitary Board fiasco, despite the attitude of the public towards it, and because of its absolute failure in catering to our requirements? This would be the very perfection of folly indeed. No, it is very evident that the whole municipal system in vogue in Hongkong will have to be remodelled, even if vested interests have to suffer in the process. It is the Government of the few for the many that we need, not that of the few for the capitalists, which is actually the system under which we exist and against which we have long protested in vain. To secure this, absolute municipal freedom is the only means, and surely among the many enlightened citizens of Hongkong there must be many ready to lead a crusade in its favour.

MEDICO.

PLAGUE TREATMENT.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 21st May.

SIR,—I shall thank you if you will be good enough to spare a space in your well-known paper. The plague during the current year is of a very virulent form, and it is a pity that many foreigners have also fallen victims to this scourge. The case occurred of one of the leading brokers, Mr. R. M. Mehta, and his removal to the plague hospital and death, has prompted me to make a few suggestions, which I hope will not be in any way against the ruling of the Government. I simply suggest that the patient is at first quite unaware that he is attacked with plague, and as long as he is at his own place, and treated by his own doctor, well and good, he thinks that he is simply ill and will get through; but as soon as he is removed to the plague hospital, he knows where he is, and fear and surroundings in many cases have a bad effect, and a weak-minded patient dies sooner. If the patient be allowed to be treated at his own place, of course isolated, and only one or two attending who keep no company with the rest of the family, I think, there is some hope of his recovery. In Bombay, as far as my knowledge goes, plague patients who can afford it are treated in their own place by their own doctor, and if necessary

by the doctor in charge of the plague hospital. Cannot this system be adopted here? In Bombay a house in which such cases occur is at the moment closed, limewashed, cleaned and disinfected by the authorities, and after a lapse of time, say ten days or even more, that house is reoccupied. Some houses in which more than five cases occured were closed by the authorities altogether. Is it done here? If so, well and good; otherwise the plans suggested will be a vast improvement.—Yours, etc.,

ANTES.

PARSEES AND PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS."

Canton, 22nd May.

SIR,—There have already been two deaths from plague in the small Parsee community in Hongkong since the outbreak in 1894; but it is much to be regretted that their religious scruples are not taken into consideration at all by the plague authorities, as is done in India. Perhaps the fault lies with the Parsees themselves, that they do not bring this fact to the notice of the authorities, that the dead body of a Parsee is laid by his own men in bier or coffin, and that it should be witnessed by at least two men of the community, and the touch or glimpse of an outsider is desecration, disrespect to the dead one, and calamity to the family. The people in the hospital notify the death to the friends and relations after a very long time, and before they turn up coffins are nailed, put away on one side, and are liable to be changed with those of the Chinese. It is devoutly to be wished that, in future, friends or relatives will be immediately informed of the sad occurence, and the coffins not nailed till they are claimed for due ceremony and decent burial by their co-religionists. There have been deep grumblings amongst the older and more religious section of the Community, and it behoves the authorities that they do not give unnecessary cause for such grumbling, after they know these religious scruples, and see that proper sanitary precautions are taken by them.

A PARSEE.

THE WANCHAI WAREHOUSE AND STORAGE CO., LTD.

An extraordinary general meeting of the shareholders of the above Company was held at the office of the General Managers, No. 5, Queen's Road Central, yesterday afternoon, for the purpose of considering and (if thought fit) approving of an offer for the sale of the whole of the Company's property on Marine Lot No. 29, and Inland Lot Nos. 438/42, 613/615.

Mr. J. G. Schöter occupied the chair, and there were also present, Messrs. H. Broderson, J. Orange, E. Osborne (Consulting Committee), H. Oldenburg, A. G. Morris, A. Haupt, C. W. Dickson, A. Shelton Hooper, A. O'D. Gourdin, F. Smythe, G. T. Seth, Hon. J. J. Bell Irving, and A. von der Heyde.

The CHAIRMAN said—Gentlemen, it is only a short time since we last met, but we are forced to take a decision sooner than expected regarding the position we are placed in by the Praya East reclamation scheme. You have been invited to go into the particulars of information and estimates of cost bearing on this question, which we had prepared and have been open to your inspection during the week. In the first place we might see how we stand if we take part in the reclamation and take over the land which will accrue to our Marine lot No. 29. According to estimate it will be about 64,000 square feet building ground. In a few months time would be required to definitely bind ourselves to the scheme, and the first thing apart from our share in the cost of the preliminary survey would be that we would have to find about $20,000—for the guarantee required by the Government. On this amount probably interests would be lost for five years. At present we have no available money at all, as all our income has been promised to you as dividend.

I understand that the intention is to go on with the reclamation as quickly as possible and the worst feature for us is that at the very outset, our present lease with the Hongkong & Kowloon Wharf & Godown Co. will be endangered. Probably owing to the Reclamation, now in active progress at the Naval Yard, the silting up of the foreshore in front of our Marine lot has begun to such an extent, that the lessees experience already now difficulties in bringing cargo-boats alongside the pier at all times. A clause in the lease gives them the right to cancel at one month's notice as soon as any Reclamation impedes the traffic. To your Committee and to my mind, this is a contingency, which must be faced at no distant date. As soon as this happens we shall lose at once all our income; not only that, but the approach from the sea being stopped, it will be impossible or at least highly improfitable to continue using our buildings as godowns. There would be no other alternative, but to pull down at once, and build Chinese houses. Before we could start we would have to pay off the mortgage of $150,000. To meet this payment and guarantee fund to the Government before mentioned, we could call up all our capital $62,50 per share or $162,500. —As this is, however, the only reserve we can fall back upon, you will readily see that this does not help us much further, because money is at once required for starting and completing such rebuilding. In Committee we have gone very carefully into this matter on the basis of estimates prepared by experts, which have also been open to your inspection and we find that a large amount of capital is required for which the return is not good enough—to justify us in recommending this plan to your approval.

Our signature to the Reclamation agreement would, however, not leave us anything also to do and we would then also have to go on with the development of the new reclamation. This again would require a very heavy outlay for the Reclamation itself, for building there of godowns on the Praya and a block of Chinese houses inland. It would take a very long time till all this would be completed and in the meantime we would have to be content with a very much reduced income. We had prepared detailed estimates of cost of developing in the manner described the whole of our property and of the returns that may fairly be expected, which you had the opportunity to inspect, and we suppose that after going into those figures showing the very extensive capital required you will agree with your Committee and myself that it would be a very difficult matter for us to carry such a great scheme successfully through.

Our considerations forced on us the conclusion that it would be advisable to sell now all our property if possible and we had before us an offer we thought fit to entertain. I cannot do better than reading to you the correspondence that passed on the subject:

Correspondence was then read,

In going into this offer we have taken every means at our disposal to arrive at the proper value of our property. Very much depends of course whether a more or less sanguine view is taken of the future and we have received one valuation, without details, however, which is higher than the offer. The other estimates, however, going closely into the cost and the returns to be expected also include the closest calculations we could compile on this particular point. You will have seen that it is a rather complicated matter. We further enquired into the value of land in the neighbourhood, and we found that sales have taken place of Marine Lot property with the right of reclamation on terms which seem fully to bear out these detailed estimates. As the latter nearly agree with the price offered we felt justified in putting this proposal before you for your consideration. All the particulars on which we based our opinion have been at your disposal and I endeavoured to give in the foregoing all further information, the decision now must rest with you. I shall be glad to answer to the best of my ability any questions. I will now propose the following resolution:—

That this Meeting do approve of the sale of the Company's property Marine Lot No. 29, Inland—Lot No. 438 to 442—613 to 615 with buildings thereon to the Hongkong Land Investment & Agency Co., Ltd. at the price of $300,000—on the conditions enumerated in the correspondence between the General Managers and Messrs. Vernon & Smyth, dated 12th April, 3rd May, 8th May and 15th May respectively, and that the General Managers do take all necessary steps for carrying out such sale as soon as reasonably possible.

On the motion of the CHAIRMAN, seconded by Mr. DICKSON, the resolution was carried.

The meeting then separated.

POLICE COURT.

Thursday, 23rd May.

BEFORE MR. HAZELAND.

THE CHARGE AGAINST AN INSPECTOR OF BUILDINGS.

The hearing of the charge against Percy Thomas Crisp, inspector of buildings, Public Works Department, of accepting a bribe of $40 from one Chung Sun Ku, was resumed, Mr. Bowley, Crown Solicitor, prosecuting, and Mr. Francis, K.C. (instructed by Mr. Reece), defending.

The complainant, Chung Sun Ku, who had already given evidence, was not present in court, and his cross-examination by Mr. Francis was consequently reserved.

Mr. Bowley called High P. Tooker, Acting Assistant Director of Public Works. Mr. Tooker said—The defendant is an overseer in the Public Works Department, and carries out the duties of inspector of buildings under my supervision. He was appointed about six months ago, and was engaged in England. His salary is $1,800 a year, with exchange compensation and share allowance. It is part of his duties to report when a building is unstable. The report produced, dated 30th January, was made by the defendant, and relates to repairs necessary at 31, Hollywood Road. In consequence of that report I issued notice A on 4th February, and on 8th February letter B, from Messrs. Leigh and Orange, was received at the Public Works Department. The letter was referred by me to the defendant on 9th February to report thereon, and on the 11th February he sent me report H. The report is a sketch of the repairs necessary at 31, Hollywood Road. I sent the report to the Director of Public Works (Mr. Ormsby), but for some time no steps were taken. The letter shown me was received on 13th March from Messrs. Leigh and Orange, and concerns the house at 30, Hollywood Road. The letter I referred to Mr. Chatham (Acting Director of Public Works), with whom I went to inspect the house, but found it locked up. I ultimately arranged for a joint inspection with Mr. Leigh, and produce a letter from that gentleman, dated 3rd April, to Mr. Chatham, in which Mr. Leigh made an appointment to inspect the house with myself and Mr. Chatham. We inspected the house on 4th April, and as a result letter C was sent to Messrs. Leigh and Orange. The defendant was not present at the inspection. We did not at that time examine the roof of the house from the outside and from the inside no defects were visible. On 12th April the defendant reported on the roof, stating that it was dangerous to the public. This report (K) was referred to Mr. Chatham, who, in a memorandum, requested me, in company with the defendant, to inspect the roof. We made a joint inspection on the morning of 15th April, and on the same day I drew up a report to the Director of Public Works recording my opinion that the roof was decidedly dangerous. The letter shown me is one from Mr. Leigh, dated 17th April, asking Mr. Chatham to serve the usual notice on the owner of 31, Hollywood Road, as, on learning what repairs to the house were necessary, he had informed Messrs. Leigh and Orange that he would get his own contractor to do the work. In consequence of a note from Mr. Chatham on letter M, I issued notice E on 20th April, of which the defendant was aware. On the back of letter M the defendant showed me a memorandum referred to a summons, which summons was taken out on 24th April. The side wall at 30, Hollywood Road has not been rebuilt or repaired in any way, but was shored up by my directions. To my knowledge nothing has been done to the roof. The defendant has a desk in my room at the Public Works Department, and attends daily at nine o'clock or half-past nine in the morning. His stay in the office depends on his work. I remember the complainant coming to my office at about ten o'clock on the morning of 24th April. The defendant was present, and he and the complainant had some conversation. The defendant also spoke to me, and said—"Chung Sun Ku wants to know what he is to do to the roof and wall of 31, Hollywood Road. My duties take me along Hollywood Road this morning; shall I go with him to No. 31, and explain on the ground what he is to do? I can show him better on the ground." I said—"Yes, you may go," and he and the complainant left the room together. The defendan did not return to the office that day, he having been arrested, and on the next day I took out a summons against the complainant calling upon him to abate the nuisance to 31, Hollywood Road and pull down the western wall and roof. That summons, owing to certain irregularities, was ultimately withdrawn, at the suggestion of the magistrate, in order that a new notice should be served. It would cost about $1,000 to rebuild the western wall and roof of 31, Hollywood Road.

By Mr. Francis—About a week after the defendant's arrest I examined the roof, externally, at 31, Hollywood Road, with Mr. Chatham. The defective gable wall was visible from the outside. We could not see the defects in the roof when we first visited the house on 4th April on account of the defective light and the great height of the roof. When we did inspect the roof I felt that the notice dated 5th February, and the report by Mr. Crisp which led to it, were perfectly justified, as were his other reports with reference to the state of the house. The shoring up of the wall was done by the Public Works Department, the complainant, although warned by the defendant, refusing to do the work. The fact that the defendant had communicated with or spoken to the complainant two or three times before he formally complained to me was not unusual. I and the defendant had necessarily to stay our hands until the Director of Public Works decided on Mr. Leigh's application. I am responsible for the carrying out of the work connected with the inspecting of buildings, and Mr. Crisp is under me. Strengthening plates on the Western gable would have been visible from the public road. Mr. Crisp knew well that any work done on buildings would have to be passed by me, and it would have been madness for him to tell the complainant to put in one tie-rod in place of ten. Nothing, in fact, that Mr. Crisp could do or say would have saved the complainant from doing the whole work over again. As things stood, the roof would have had to be pulled down before the wall. The special inspection of the roof from outside was made by me and Mr. Crisp, and when we were leaving the building Mr. Crisp made a complaint about the complainant. He said—"Chung Ku has been offering me some cigars." I replied—"He is evidently a dangerous man, and you must be very careful not to accept anything from him." Defendant answered—"I would not think of doing so. I have been nine years in London, where I was exposed to temptations of that sort, and I never did accept anything. If he continues to offer me bribes I will make an example of him." That is the substance of what the defendant said to me. The complainant had given the Department trouble before through not doing work asked of him, and had been summoned. From February to April, the complainant was up at my office several times to my knowledge, while this matter was pending. Mr. Crisp was continually complaining about the complainant, whom he could not find or get to do anything. It was my business and Mr. Crisp's to keep an eye on the man and on the work to see that he was moving, and if Mr. Crisp saw him or sent messages to him whilst these questions were pending, he was quite within the scope of his duty. I remember, shortly after he arrived in the colony, the defendant suggesting my giving him a letter so that people should know who he was but as that was unusual, I did not entertain the suggestion. The defendant then proposed getting card with his qualifications printed in Chinese, and I said there was no objection to that. I told Mr. Bowley of the conversation on 15th April between myself and the defendant as we were getting into our chairs.

By Mr. Bowley—I did not see Mr. May, so far as I remember. The complainant in December was summoned by Mr. Crisp in connection with houses 25 and 27 Hollywood Road, and was made to rebuild the party wall there. We also wanted him to rebuild the front wall at No. 27, but afterwards, on finding that the wall was not so dangerous as it at first appeared to be, we withdrew the requirement to pull it down. The carrying-out of the requirements of the Buildings Ordinance is a very small portion of my duties, but it is the defendant's sole duty, and his reports to me would carry great weight.

By his Worship—Mr. Crisp's original report on the front wall at 27, Hollywood Road appeared to me, when I visited the place, to be quite justified.

This concluded the examination of Mr. Tooker, who was in the box for over two hours.

The further hearing was adjourned till Thursday morning, 30th inst., at ten o'clock.

SPURIOUS MILK CASE DECISION.

His Worship gave the following decision in the case in which Li Ping, shopkeeper, 43, Wing On Street, was prosecuted by Dr. Clark, Medical Officer of Health, for selling condensed milk in an unwholesome state, and in an unfit condition for human food:—

The defendant was summoned before on the 21st May, 1901, under Section 21 of the Public Health Ordinance, 1901, for he unlawfully did expose for sale certain food intended to be used as human food, to wit, tins of condensed milk, such food being unfit for human food.

It was proved in evidence to my satisfaction that the defendant, who keeps a marine store at No. 43, Wing On Street, did, on the 10th May, 1901, expose for sale tins of condensed milk which were unfit for human food.

Section 21 of the Public Health Ordinance, 1901, is as follows:—

"Any member or officer of the Board duly authorised by the Board in writing may at any time between the hours of six in the morning and six in the evening enter any shop or premises used for the sale or preparation for sale or for the storage of food to inspect and examine any food found therein which he shall have reason to believe is intended to be used as human food, and in any case any such food appear to such member or officer to be unfit for such use he may seize the same, and the Board may order it to be so disposed of, as to prevent it from being used as human food.

"Any person in whose possession there should be found any food liable to seizure under this section shall be liable to a penalty not exceeding one hundred dollars."

It was contended by Mr. Hastings, the solicitor for the defendant, that before the defendant could be convicted "I must be satisfied that he had a guilty knowledge that the milk, the subject matter of the charge, was unfit for food."

The subject of *Mens Rea* in Criminal law is thus dealt with on page 136 in the latest edition of "Maxwell on the Interpretation of Statute":—

"As *Mens Rea* or a guilty mind is, with a few exceptions, an essential element in constituting a breach of the Criminal Law, a statute, however comprehensive and unqualified it be in its language, is usually understood as silently requiring that this element should be imported into it unless a contrary intention is expressed or implied. How far ignorance or erroneous belief of a fact is essential to its offence is material is a question which has given rise to some controversy and conflict of decision. The substance of these decisions is, however, that it is necessary to look at the object of each Act that is under consideration to see whether and how far knowledge is of the essence of the offence created." In a recent case, Beaker *v.* Tillstone (1894) 12 B. 345, under the Public Health Act, 1875, Section 117, which empowers a justice to order the destruction of unwholesome meat which is exposed for sale and to impose a fine or imprisonment on the person to whom it belongs, the Court decided that in order to support a conviction of the owner under the Section it is not necessary that there should be any proof that he had actual personal knowledge of the condition of the meat, the object of the enactment being that people should not be exposed to the danger of eating poison. With respect to the Section of the Public Health Ordinance, 1901, under which the present defendant is charged, I am of opinion that the Legislature intended that the said Section was to be construed without any reference to a guilty intent, the object of the Section being that people should not be exposed to the danger of eating or drinking poison, and that anything which is likely to injure life should not be sold. This Section of the Ordinance would be nugatory if proof of knowledge was insisted on, for it would then be always open to a defendant to say that he was not aware of the condition of the article sold, and that it was not his duty under the Ordinance to make any inquiries on on this point with the obvious result that he might in practice go on selling food which was positively injurious without the possibility of being convicted. I therefore convict the defendant and order him to pay a fine of $100, in default of which he will be imprisoned and kept to hard labour for two months.

USING A CARVING KNIFE TO SETTLE A QUARREL.

Cheung Hon, a house boy at Station Hill, Peak had a quarrel with Leung Sung, a house coolie living at the same address, the other day, and took a carving knife to settle the dispute. The coolie was injured slightly about the body.

The defendant pleaded guilty to unlawfully cutting and wounding the complainant, and was sentenced to receive twelve strokes of the birch and undergo forty-eight hours' detention.

BEFORE MR. KEMP.

LEAVING WITHOUT NOTICE.

Mr. Sahorun, 43A, Praya East, summoned a cook lately in his employ for leaving without reasonable notice on the 5th inst. The charge was denied.

The complainant in evidence stated that the defendant had been in her employment for one month and two days, and left on the 5th inst. Getting to know where he was living, she reported the matter to the police and had him arrested. The complainant was of opinion that the defendant left because she did not want to give evidence against his landlord in a charge (presumably) brought against him by the complainant.

The defendant, who said he was ordered out of the house by the complainant, was discharged.

JOINT STOCK SHARES.

Messrs. Vernon and Smyth say in their weekly share report, dated Hongkong, 23rd May.—In consequence of the general cessation of business to-morrow in commemoration of the anniversary of the birthday of our late Queen Victoria, our share report is issued a day earlier than customary. During the six days which have intervened since our last report, business has been conducted on a very restricted scale, but rates generally have been well maintained and close steady.

BANKS.—Hongkong and Shanghais have been sold in small lots at 380 per cent. prem., and 377½ per cent. prem., and close quiet at the former rate. The London rate is £61. 10s. 0d. Nationals are unchanged.

MARINE INSURANCES.—Unions are wanted at $340, China Traders at $58, North Chinas at Tls. 180, and Yangtszes at $125. Cantons are on offer at $180.

FIRE INSURANCES.—Hongkong Fires are to be had at $360, and China Fires at $87½.

SHIPPING.—Hongkong, Canton and Macaos have been sold at $35, $34½ and $34½, and a few shares may be had at the latter rate. Indo-Chinas have recovered their position, and after sales at $135, $136 and $137 cash, are on offer at the latter rate. China Manilas are to be had at $63 and $53 for the old and new shares respectively. Douglases are obtainable at $53. Star Ferry's are on offer at $24 for the old shares, and $9¾ for the new. Shells and China Mutuals are unchanged.

REFINERIES.—China Sugars have been placed and are wanted at $134. Luzons have sellers at $38.

MINING.—Punjoms have sold at $7.30 to $7.50, and are obtainable at the latter quotation. Charbonnages are wanted at $335. Raubs have recovered as little and are in demand at $21. Olivers have sellers at $1½ and $1¼ for the "A" and "B" shares respectively.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have remained steady during this period under review, and close at $317½ with a few sellers at the rate. Hongkong and Kowloon Wharfs have sold at $104 and $105, and close with sellers at the latter rate. Wanchais are wanted at $64, and New Amoy Docks at $22½.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have sold at $196 and $197 cash and are in further demand at the latter rate. West Points are wanted at $56. Humphreys Estates are in the market at $14. Oriente Hotels are obtainable at $80. Hongkong Hotels after sales at $129 and $130 are quiet at the former rate.

COTTON MILLS.—There are no changes to report under this head. Hongkong Cottons can still be placed at $75.

MISCELLANEOUS.—Green Island Cement shares have dropped to $192 with sellers. China Borneos are on offer at $38. Watsons can be obtained at $16½ ex dividend paid this day. Electrics can be purchased at $12¾ and $6¾ for the old and new shares respectively. Ropes are wanted at $157½. China Providents are in demand at $9½, but after sales at this rate there are no further shares obtainable. Ices continue in request at $175, and Tramways at $225. Cigar Shares are unchanged.

MEMOS.—At an Extraordinary General Meeting of the Wanchai Warehouse and Storage Co., Limited, held at the office of the General Managers to-day, the sale of the whole of the Company's property for the sum of $300,000 to the Hongkong Land Investment and Agency Co., Limited, was approved. The Star Ferry Co., Limited, advertise their third ordinary annual meeting for the 29th instant, the transfer books being closed from the 20th instant.

LATEST STEAMER MOVEMENTS.

The C. P. R. steamer *Empress of China* arrived at Kobe at 3 p.m. on the 21st inst., and left again at midnight same day *via* Nagasaki for Shanghai, where she is due to arrive at 6 a.m., on the 25th inst.

The C. P. R. steamer *Empress of Japan* arrived at Kobe at 11.30 p.m on the 21st inst., and left again at 1.30 p.m. on the 22nd for Yokohama, where she is due to arrive at 1 p.m. on the 23rd inst.

The silk ex the C. P. R. steamer *Empress of India*, from Hongkong 24th ult., arrived in New York on 22nd inst.

The N. L. steamer *Strassburg*, from Hamburg, left Singapore for this port on the 23rd inst., and may be expected here on or about the 29th inst.

EXPORT CARGO.

Per steamer *Ferndene* sailed on the 11th May. For New York:—243 cases blackwoodware, 470 boxes Chinaware, 1,594 pkges. merchandise.

Per steamer *Pyrrhus* sailed on the 11th May. For Liverpool:—100 bales matting, 3 pkgs. P. effects, 5 pkgs. sundries. For Manchester:—25 bales waste silk, 1 pkge P. effects.

A WONDERFUL STORY.

We have now a wonderful statement. It comes by a roundabout channel, having been originally published by the *Patrie* of Paris, then copied by the *Franco-Californian*, which is said to be the French organ of San Francisco, and finally it is reproduced in Tokyo journals. The tale is that the injury which incapacitated Mr. Yang Yu for further conference with the Russian Foreign Office about Manchuria, was due to the Chinese diplomat's having been thrown down stairs by the servants of Count Lamsdorf. Mr. Yang having insulted the Count at an interview when the Manchurian treaty was under discussion, the Count ordered his domestics to put him out of the apartment, and they employing more zeal than discretion, used such violence that Yang was precipitated to the bottom of the stairs and received a severe injury on the head. Such is the "yarn," and those that repeat it in Tokyo call attention to the circumstance that the *Patrie* is strongly pro-Russian and that the *Franco-Californian* is a constant advocate of the Franco-Russian Alliance, so that neither journal would be likely to spread an injurious rumour of such a kind were it not founded on fact. Our Tokyo contemporaries pay an undeservedly high compliment to these journals' respect for truth. When newspapers of the *Patrie* type are shown to set truth or patriotism above the gain of publishing a sensational story, journalism will have entered a more wholesome atmosphere than it now breathes. There are evidently folks whose gullibility has no limits, and so long as that is the case there will be other folks to cater for them. What disappoints us in that any lie, however clumsy or ridiculous, should interfere with the credit due to Mr. Yang for inventing an admirable novelty in diplomacy. Whether the Chinese Minister got a fit of apoplexy or whether he precipitated himself over the barristers, the extraordinary timeliness of the incident raised it to the plane of genius, and it is too bad that such puerile canards as that of the *Franco-California* should be imported into such a context.—*Japan Mail.*

RUSSIA AND JAPAN.

In a letter to the *Daily Express* Mr. Stafford Ransome writes:—

It had been my firm conviction that at no time during the last three years has war between Japan and Russia been imminent. From rumours I had heard before arriving in Japan this time I began to imagine that my conviction would have to undergo a change, for everyone was talking of the "Kokumin Doumeikuai," a political party which had been formed for the purpose of checking Russian aggression in Manchuria; and the old fable of Japan being in that condition which is known as "spoiling for a fight" was revived. Its leaders were men of standing; and the supporters of the Government found themselves shoulder to shoulder with influential Oppositionists, and the president of the party was no less a personage than Prince Konoye. The object of the "Kokumin Doumeikuai" is to make impossible the annexation of Corea by Russia. That is the beginning and the end of Japanese policy as far as Russia is concerned; and Japan will be able to effect this when the time comes, because the heart of the nation will be in the work and because she understands her subject.

There are people who have suggested that a compact should be entered into to the effect that in return for Russia having a free hand in Manchuria Japan should have a corresponding advantage in Corea. Such an arrangement would suit Japan perfectly, were it not that Japan has fully grasped the fact that a treaty made with Russia at the present day is no more likely to be respected by that country than is a treaty made with China by the authorities of the Tsung-li Yamên. It is for this reason that Japan feels that the only means of safeguarding Corea is to protest, and to protest vehemently, against the Russian absorption of Manchuria. From Japan's point of view, she is bound to sacrifice everything to the extent of going to war with Russia in order to preserve her influence with Corea. Russia would never care to try to take Corea if in doing so she had to face the fact that the price she would have to pay for it would be the annihilation of her Pacific fleet and of her ports. In all probability Japan could accomplish this single-handed with her present equipment. Japan does not want to possess Corea to-day, because the business of holding it would be a heavy tax on her military strength, and the governing of it would be more than she would care to undertake just now. Japan will not fight Russia unless the integrity of Corea is menaced, and my contention that there is no reason to suppose that it will come to war just now is based on the assumption that Great Britain will, in her own interests, be forced to aid and abet Japan in checking Russian aggression in Manchuria.

BURMA'S RELATIONS WITH SIAM.

The *Bangkok Times* says the Siamese authorities received news from the British State of Kengtung (Northern Shan States) that Chinese posters had been placed in a number of towns in that State threatening its invasion by Yunnanese soldiers. Another rumour was to the effect that 3,000 Yunnanese had already invaded Kengtung and that 30,000 more were on the way. This State lies between Yunnan and northern Siam and it is natural such rumours, baseless as they may be, should occasion concern to our neighbours, but, according to our information in Burma, there never has been any apprehension of the Chinese beyond the north-eastern frontier adopting a hostile attitude. There has been a considerable increase in recent years in the trade between Yunnan and northern Siam which passes through the Kengtung State. This piece of territory between the Salween and the Mekong, on which France has had her eye, is important as being the highway of a growing trade between south-eastern China and Siam. The Siamese are engaged in constructing a road to the frontier of Kengtung, and it is said that within a year the northern telegraph line in Siam will reach the same boundary. There is talk even of a railway to the Kengtung border. On the Burma side we can, by the construction of roads, telegraphs and railways to connect with such undertakings in Siam, encourage the Siamese to promote closer trade relationship between the two countries. A few years ago Lord Salisbury, when asked by wealthy financiers at home if the State would guarantee railway projects capitalised with British money in Siam and south-eastern China, said the government would not undertake to meddle with any project beyond the borders of the empire. As Siam has now awakened to the necessity of improving her communications, the financiers alluded to might induce the Government to guarantee railways in Burma constructed for the purpose of forming a connection with the proposed lines in Siam.—*Rangoon Times.*

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above port TO-DAY, the 24th inst., at NOON.
For Freight or Passage, apply to
DOUGLAS, LAPRAIK & CO.,
General Managers.
Hongkong, 24th May, 1901. [1334

FOR SHANGHAI, CHINGKIANG AND WUHU.

THE Steamship

"ELITA NOSSACK,"

Captain Bruhn, will be despatched for the above ports TO-MORROW, the 25th instant, at 5 P.M.
For Freight, apply to
EAST ASIATIC TRADING CO., LD.,
Agents.
Hongkong, 23rd May, 1901. [1330

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AMOY, AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above ports on SUNDAY, the 26th inst., at DAYLIGHT.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
General Managers.
Hongkong, 24th May, 1901. [1333

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ESMERALDA,"

Captain J. McGintz, will be despatched as above on MONDAY, the 27th inst., at 5 P.M.
This steamer has Superior accommodation for Passengers and is fitted with the Electric Light.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 24th May, 1901. [1332

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once.
Cargo remaining on board after 2 P.M., on the 25th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & CO.,
Agents.
Hongkong, 23rd May, 1901. [1329

THE *HONGKONG WEEKLY PRESS* will be ready to-morrow, and will contain—
Leading Articles:—
The China Association's Report.
The Russians at Tientsin.
The Vitriol Case.
The Sale of Tainted Food.
Some Japanese views on China.
The Crisis: Telegrams.
The Need of Municipal Freedom in Hongkong (II).
Hongkong General Chamber of Commerce.
The Plague.
The "St. David" Manslaughter.
Manila.
Weihaiwei.
Correspondence.
Review.
Supreme Court.
A. S. Watson & Co., Ld.
Yokohama Races.
Hongkong Volunteer Corps.
Hongkong and Port News.
Subscription, $12 per Annum, payable in advance; postage, $2.
Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or $1 for three copies Cash.
Hongkong, 24th May, 1901.

IMMEDIATE.

LADY or MARRIED COUPLE WANTED to SHARE with another LADY an exceptionally good house, with a fine view, in a healthy locality in Kowloon.
Apply by letter to—
X. Z.,
Care of Office of this Paper.
Hongkong, 23rd May, 1901. [1328

CANDIDATES for POLICE in NAVAL YARD REQUIRED. Must be of Good Character and British Birth, between 25 and 35 years of age.
Apply with Papers to—
COMMANDER,
H. M. Naval Yard.
Hongkong, 25th April, 1901. [1106

ASSISTANT WANTED by the ROBINSON PIANO CO., LTD.
Apply—
13, QUEEN'S ROAD.
Hongkong, 8th May, 1901. [1204

RESPECTABLE FIRM of good standing in the Philippines WANTS AGENCY of Fire Insurance Company for Manila and/or Iloilo, Cebu, &c.
M. J. F.,
Care of *Daily Press* Office.
Hongkong, 21st May, 1901. [1296

A ON & CO.,
PHOTOGRAPHERS AND PORTRAIT PAINTERS,
All kinds of Oil Paintings and Photographic Enlargements.
39A, TOP FLOOR, QUEEN'S ROAD CENTRAL.
Opposite to Chas. J. Gaupp & Co.
Hongkong, 20th March, 1901. [797

AUCTIONS

NOTICE.

THE Sale of SILK TAPESTRIES will be continued daily at the Sales Rooms of Messrs. HUGHES & HOUGH until SATURDAY NEXT, the 25th instant, on which date any balance remaining unsold will be offered for sale by Public Auction at 2.30 P.M.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 22nd May, 1901 [1313

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
on
TUESDAY,
the 28th May, 1901, at 2.45 P.M., at No. 26, Morrison Hill Road,
THE WHOLE OF THE
HOUSEHOLD FURNITURE.
(Full Particulars in Catalogue).
On View on Monday, the 27th May.
TERMS:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 23rd May, 1901. [1324

BANK HOLIDAYS.

THE, undermentioned Banks will be CLOSED for the transaction of Public Business TO-DAY (FRIDAY), the 24th instant, the Anniversary of the Birthday of Her late Gracious Majesty Queen Victoria, and on MONDAY, the 27th instant, WHIT MONDAY.
For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
T. P. COCHRANE,
Manager, Hongkong.
For the HONGKONG & SHANGHAI BANKING CORPORATION.
T. JACKSON,
Chief Manager.
For the NATIONAL BANK OF CHINA, LIMITED.
GEO. W. F. PLAYFAIR,
Chief Manager.
For the MERCANTILE BANK OF INDIA, LIMITED.
JOHN THURBURN,
Manager, Hongkong.
For the BANQUE DE L'INDO-CHINE,
Hongkong Agency.
L. BERINDOAGUE,
Acting Manager.
For the BANK OF CHINA & JAPAN, LIMITED.
J. W. R. TAYLOR,
Manager.
For the YOKOHAMA SPECIE BANK, LIMITED.
TARO HODSUMI,
Manager.
For the IMPERIAL BANK OF CHINA.
E. W. RUTTER,
Manager.
For the DEUTSCH-ASIATISCHE BANK.
H. SCHOTTLAENDER,
Acting Manager.
Hongkong, 23rd May, 1901. [1319

INSURANCE HOLIDAYS.

THE Undermentioned Insurance Offices will be CLOSED for the transaction of Public Business TO-DAY (FRIDAY), the 24th inst., the Anniversary of the Birthday of Her late Gracious Majesty Queen Victoria, and on MONDAY, the 27th inst. (WHIT MONDAY).
JARDINE, MATHESON & CO.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED,
and
General Managers,
HONGKONG FIRE INSURANCE CO., LD.
For the UNION INSURANCE SOCIETY OF CANTON, LIMITED.
W. J. SAUNDERS,
Secretary.
For the NORTH CHINA INSURANCE CO., LIMITED.
W. H. PERCIVAL,
Agent.
For the CHINA TRADERS' INSURANCE CO., LIMITED.
W. H. RAY,
Secretary.
For the YANGTSZE INSURANCE ASSOCIATION, LIMITED.
SHEWAN, TOMES & CO.,
Agents.
For the CHINA FIRE INSURANCE CO., LD.
GEO. L. TOMLIN,
Secretary.
Hongkong, 23rd May, 1901. [1320

IRON FRAMED
NEW PIANOS

GUARANTEED FOR CLIMATE.

$370 CASH

OR MONTHLY PAYMENTS.

ROBINSON PIANO CO., LD.

Hongkong, 20th May, 1901. [1232

BANQUE DE L'INDO CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO CHINE and which said Notes are expressed on the face thereof to be payable at the Branch Office of the said Banque in Saigon, the numbers of which said Notes are as follows:—
Series V 49 1 to 1,000 of $1 (One dollar) each
Series Z 49 1 to 1,000 of $1 (One dollar) each
The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the Banque De L'Indo Chine accept no liability for the same.
By Order of the Chief Manager in Saigon.
For the BANQUE DE L'INDO CHINE.
L. BERINDOAGUE.
Acting Manager.
Hongkong, 26th February, 1901. [601

NEW MUSICAL PUBLICATIONS.
MAESTRO A. CATTANEO.

GRAND MASS (with Organ Accpt).
No. 1 ALBUM (3 Songs, English & Italian).
No. 2 ALBUM (3 Songs).
The 'LILY' Waltz and 'ELIZA' Waltz.
NEW FEATURE:—
Pocket Edition of Pianoforte Music: including MARCH dedicated to Hongkong Volunteers and POLKA to Peak Residents.
To be had of all MUSIC DEALERS. [1078—2

TO LET.

TO LET.

A VERY spacious and well-ventilated EUROPEAN HOUSE with a GARDEN and TENNIS LAWN, No. 37, ROBINSON ROAD, known as "FERNSIDE," containing 6 ROOMS, BATH ROOM and OUTHOUSES.
Possession from 1st June, 1901.
Apply to—
TAM TSZ KONG,
42, Bonham Strand West.
Hongkong, 13th April, 1901. [1008

TO LET.
(From 1st April next).

TWO SPACIOUS GODOWNS, with UPPER FLOORS for Dry Goods, Nos. 1 and 2, facing the Sea, and Situated at BELCHER'S BAY on M. Lot 243.
Apply to—
JOSEPH & CO.,
1, Duddell Street.
Hongkong, 26th March, 1901. [865

TO LET.

"RAVENSHILL EAST."
Apply to—
DEACON & HASTINGS.
Hongkong, 24th April, 1901. [1095

OFFICES TO LET.

2ND FLOORS of Nos. 62A and 64, and GROUND FLOOR No. 68, QUEEN'S ROAD CENTRAL.
Apply to—
ON CHAI & CO.,
2nd Floor No. 52, Gage Street.
Hongkong, 16th January, 1901. [234

TO LET.

POSSESSION 1ST JULY, 1901.
NO. 10, ARBUTHNOT ROAD, 6 ROOMS.
Apply to—
E. A. DE CARVALHO,
C. F. DE CARVALHO.
Hongkong, 20th May, 1901. [1290

ROOM TO LET.

BEDROOMS with BOARD, good Position.
Apply by letter to—
B. D.,
Care of *Daily Press* Office.
Hongkong, 20th May, 1901. [1291

TO LET.

NO. 6, ICE HOUSE LANE, and THREE GODOWNS in DUDDELL STREET.
Apply to—
A. RUMJAHN.
Hongkong, 21st May, 1901. [1297

TO LET.

NOS. 2 & 5, RICHMOND TERRACE—Immediate Possession.
Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 2nd April, 1901. [612

TO LET.

A HOUSE in RIPON TERRACE.
HOUSES at LEIGHTON HILL.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 2nd May, 1901. [66

TO BE LET.

NEWLY-BUILT HOUSES on ROBINSON ROAD and MOSQUE JUNCTION.
Immediate possession.
Apply to—
H. L. NORONHA,
Executor of the Estate of the late D. Noronha.
Hongkong, 22nd May, 1901. [1308

TO LET.

A FURNISHED ROOM, Hongkong, Lady or Gentleman, with BOARD.
Apply by letter to—
A. B.,
Care of Office of this Paper.
Hongkong, 16th May, 1901. [1244

TO LET.

GODOWN in DUDDELL STREET from 1st June.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st May, 1901. [1148

TO LET.
POSSESSION APRIL 1ST.

NO. 1, STEWART TERRACE.
Apply to—
J. W. NOBLE.
Hongkong, 6th March, 1901. [661

TO LET.

WITH IMMEDIATE POSSESSION.
NO. 9, SEYMOUR ROAD.
Apply to—
S. B.,
Care of *Daily Press* Office.
Hongkong, 14th March, 1901. [740

TO LET.

HOUSE at MOUNT KELLETT SPUR, now in occupation of H. MATHESON BROWN, Esq.
Apply to—
LINSTEAD & DAVIS.
Hongkong, 27th March, 1901. [876

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [869

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY,
"VERITAS,"
BEACH ROAD WEST,
FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [73

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European taught workmen. Equal to Home Work.

BUILDERS

KANG ON,
Contractor; 30, D'Aguilar Street. Local and Coast Port Buildings, Timber, Brick and Granite.
Mechanics engaged, Estimates given

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and Dispensing Chemists, Wines, Spirits and Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Iloilo

PHOTOGRAPHERS

A FONG,
The largest and most complete Studio in Hongkong. Established 1859. Views, Enlargements, Ivory Miniatures, Oil Paintings, &c.; Ice House Street.

MEE CHEUNG,
Ice House Street, Top Floor. Permanent Enlargements, Groups, Views, etc; Development Works, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

H. YERA,
Japanese Photographer, 14, Beaconsfield Arcade, Queen's Road Cl., also Wanchai Amateur's Requirements a Specialty.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sailmakers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Vœux Road.

MORE & SEIMUND,
43 and 45, Des Vœux Road. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners Composition ("Greyhound Brand") and Blundell, Spence & Co.'s Composition.

TAILORS

R. HAUGHTON & CO.,
Naval, Military and Court, 18, Queen's Road, Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"
Importer of the Best Manila Cigars; 25, Pottinger Street.

WATCHMAKERS

DROZ & CO.,
10, Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

NOTICE.

THIS is to notify the Public that a person known as LEUNG CHUK SANG, of WENG FAT, No. 24, Stanley Street, has no connection whatsoever with the undersigned.
WING FAT,
Printer and Stationer,
No. 16, Pottinger Street.
Hongkong, 22nd May, 1901. [1311

N I X R

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, on MONDAY, the 27th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.
Hongkong, 22nd May, 1901. [1310

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.
WM. PARLANE,
Manager.
Hongkong, 17th February, 1899. [65

FOR SALE, at the PEAK, several Desirable Residences. Well Situated, and Let to Good Tenants.
For Particulars, apply to
R. C. WILCOX,
8, Beaconsfield Arcade.
Hongkong, 22nd May, 1901. [1309

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND—
STERLING RESERVE...$10,000,000
SILVER RESERVE ... 3,000,000
$13,000,000
RESERVE LIABILITY OF PROP'TORS.$10,000,000

COURT OF DIRECTORS.
R. SHEWAN, ESQ.—Chairman.
Hon. J. J. KESWICK—Deputy Chairman.
A. Haupt, Esq. | H. Schubart, Esq.
D. Meyer Moses, Esq. | N. A. Siebs, Esq.
A. J. Raymond, Esq. | H. W. Slade, Esq.
R. L. Richardson Esq. | H. E. Tomkins, Esq.
Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—SIR THOMAS JACKSON.

MANAGER:
Shanghai—H. M. BEVIS, ESQ.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.
T. JACKSON,
Chief Manager.
Hongkong, 29th April, 1901. [24

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

CAPITAL, FULLY PAID-UP $1,000,000
RESERVE FUNDS 125,000

Directors:
J. S. VAN BUREN, Esq.
C. EWENS, Esq.
C. S. SHARP, Esq.
H. W. SLADE, Esq.
HO TUNG, Esq.

General Managers:
Messrs. JOHN D. HUMPHREYS & SON.

Bankers:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

THE Company is prepared to act as Special Agents or Attorneys, Liquidators, Executors or Administrators, as Trustees, Receivers, House and Estate Agents for Residents or non-Residents, and, on Commission, to buy or sell Property, to advance money against Mortgage, to invest funds in Mortgage or otherwise, to buy or sell Shares or Local Stocks, and generally to act for those who may be temporarily or permanently absent from the Colony.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st February, 1901. [387

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID-UP .....£ 562,500
RESERVE FUND .....£ 40,000
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.
ON FIXED DEPOSITS:—
For 12 months.....4%
" 6 " 3½%
" 3 " 2½%
J. THURBURN,
Manager, Hongkong.
Hongkong, 1st April, 1901. [25

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL..Shanghai Tls. 5,000,000
PAID-UP CAPITAL ... " " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.
Canton, Hankow, Chefoo, Peking, Chinkiang, Penang, Chungking, Singapore, Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills Discounted.
INTEREST ALLOWED ON DEPOSITS
At 2% per annum on Current Account daily balances.
3% per annum on Fixed Deposits for 3 months.
4% " " " " " 6 "
5% " " " " " 12 "
E. W. RUTTER,
Manager.
Hongkong, 1st January, 1901 [26

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND.....£575,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances.
On Fixed Deposits for 12 months 4 per cent.
" " " 6 " 3½ "
" " " 3 " 2½ "
T. P. COCHRANE,
p. Manager, Hongkong.
Hongkong, 21st May, 1901. [92

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION.
T. JACKSON,
Chief Manager.
Hongkong, 4th October, 1900. [23

BANKS

THE BANK OF TAIWAN (FORMOSA) LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

AUTHORIZED CAPITAL .....Yen 5,000,000
PAID-UP CAPITAL ..... " 1,250,000

HEAD OFFICE:—TAIPEH, FORMOSA.

JUICHI SOYEDA, Esq., President.
Head Office Manager: HIROMI KAWASAKI, Esq.

BRANCHES AND AGENCIES.
Tokyo, Osaka, Kyoto, Yokohama, Kobe, Nagasaki, Hakodate, Moji, Tainan, London, New York, S. Francisco, Hongkong, Amoy, Shanghai, Tientsin, Newchwang, Chemulpo, Fusan.

HEAD OFFICE:—INTEREST ALLOWED.
On Current Account..... 5.475% per annum
" " " Savings Bank 6.205% " "
On Fixed Deposits:—
For 3 months.....6½% per annum
" 6 " .....7% per annum

Credits granted on approved Securities and every description of Banking and Exchange business transacted.
Drafts granted on the chief commercial places both in Japan and Abroad.
Further particulars may be obtained on application.
HIROMI KAWASAKI,
Manager.
Taipeh, 5th October, 1900. [3138

THE DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL.....Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Tientsin, Tsingtau (Kiantschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION BANK OF LONDON, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. SCHOTTLAENDER,
Acting Manager
Hongkong, 8th February, 1900. [28

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ..... " 18,000,000
CAPITAL UNCALLED ..... " 6,000,000
RESERVE FUND..... " 8,310,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.
Tokio, Kobe, Nagasaki, London, Lyons, New York, San Francisco, Honolulu, Bombay, Shanghai, Tientsin, Newchwang

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LIMITED
PARR'S BANK, LIMITED.
THE UNION BANK OF LONDON, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per annum on the daily balance.
On fixed deposits for 12 months 5% per annum
" " " " 6 " 4% " "
" " " " 3 " 3% " "
TARO HODSUMI,
Manager.
Hongkong, 17th April, 1901. [711

THE BANK OF CHINA & JAPAN, LIMITED.

WORKING CAPITAL ..... over £230,000
RESERVE LIABILITY OF SHAREHOLDERS .....fully £420,000
£650,000

HEAD OFFICE
36, Nicholas Lane, London, E.C.
BRANCHES:
Hongkong, Shanghai, Singapore.
AGENCIES:
Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

BANKERS:
The Bank of England and the Capital and Counties Bank, Limited.
General Manager—F. C. BISHOP.

INTEREST ALLOWED.
On Current Accounts ... ... 2 per cent
" Fixed Deposits 3 months ... 4 "
" Do. ... 6 notice ... 4½ "
" Do. ... 12 ... 5 "

The Bank buys, sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places.
Hongkong, 3rd April, 1901. [27

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....£1,000,000
PAID-UP CAPITAL .....£ 324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.
CHAN KIT SHAN, Esq. | C. EWENS, Esq.
CHOW TUNG SHANG, Esq. | J. T. LAUTS, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 Months Fixed.....5%

Hongkong, 23rd March, 1899. [24

CARTRIDGES! CARTRIDGES!!

JUST LANDED a NEW STOCK of ELEY'S and KYNOCH'S SPORTING CARTRIDGES and NEWCASTLE CHILLED SHOT.
20 BORE CARTRIDGES.
16 " "
12 " "
10 " "
8 " "
WM. SCHMIDT & CO.,
Gunsmiths.
Hongkong, 3rd January, 1901. [1213

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

THE FINAL DIVIDEND for the year 1900, at the rate of Seventy Cents per Share (or Seven per cent. on the Capital of the Company, making Twelve per cent. for the year) is PAYABLE at the HONGKONG AND SHANGHAI BANK, Hongkong, on and after this date the 23rd May, 1901, on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The Dividend is also payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.

A. H. MANCELL,
Secretary.

Hongkong, 23rd May, 1901. [1326

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, No. 2, Connaught Road, at Noon, on WEDNESDAY, the 29th May, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 29th May, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 18th May, 1901. [1278

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per Cent. upon Contributions for the year 1900, has been declared.

Warrants will be issued on the 1st May.

By Order of the Board.
W. J. SAUNDERS,
Secretary.

Hongkong, 19th April, 1901. [1062

CANTON LAND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the following:—

Cert. No.	Shares.	Numbered.	In the name of
6	10	51— 60	Anthony Babington, Esq.
7	10	61— 70	Do.
8	10	71— 80	Do.
9	10	81— 90	Do.
14	10	151—160	Creasy Ewens, Esq.
15	10	161—170	Do.
18	9	182—190	Fung Shiu San, Esq.
19	10	191—200	Do.
20	10	201—210	Do.
25	10	246—255	A. G. G. Gordon, Esq.
33	10	311—320	Eleazer Silas Kelly, Esq.
34	10	321—330	Do.
35	10	331—340	Do.
36	10	341—350	Do.
37	10	351—360	Do.

with Transfer Deeds Attached having been LOST, New Certificates for the same will be issued one month from the date hereof, and the Original Certificates will be considered by the Company as null and void, and all persons are hereby warned against accepting or negociating same.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 7th May, 1901. [1202

BATU KAWAN SUGAR CULTIVATION COMPANY, LIMITED.

(TO BE INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONGKONG.)

DIRECTORS:—
FRANCIS MAITLAND, Esq. (Messrs. Linstead & Davis).
HON. CATCHICK PAUL CHATER, C.M.G.
ROBERT G. SHEWAN, Esq. (Messrs. Shewan, Tomes & Co.)
DAVID ELLSWORTH BROWN, Esq.

CAPITAL $400,000
in 8,000 Shares of $50 each.
Payable $50 per Share on application on 30th May, 1901.
Of the Capital $100,000 has been taken up in Penang, $150,000 in Hongkong, and the Balance $150,000 is offered to the public.

THIS Company is being formed for the purpose of acquiring as a going concern the Valuable Property known as the BATU KAWAN ESTATE situated in Province Wellesley, in the Straits Settlements, and continuing and extending the Cultivation of Sugar-cane and other produce.

The property has been cultivated and worked as a Sugar Estate for many years, and the present proprietors are now offering the Estate for sale for private financial reasons.

For Prospectus and full particulars, apply to
Messrs. LINSTEAD & DAVIS,
Hongkong,
General Managers,
or to
Messrs. DEACON & HASTINGS,
Hongkong,
Solicitors.

Application Forms may be obtained at the Company's Bankers, the HONGKONG & SHANGHAI BANKING CORPORATION, Hongkong.

Hongkong, 17th May, 1901. [1276

FOR SALE.

RURAL BUILDING LOT 103, BARKER ROAD.

Apply to—
HUMPHREYS ESTATE AND FINANCE CO., LIMITED.

Hongkong, 31st January, 1901.

BAILEY & MURPHY.

CONSULTING ENGINEERS AND SURVEYORS,
60 & 62, DES VŒUX ROAD.

Telephone No. 187. Telegrams "Contract."
W. S. BAILEY, M.I. MECH. E.
E. O. MURPHY, WH. SC. A.M.I. MECH. E.

Hongkong, 4th January, 1901. [13

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897 [94

"L'UNION" FIRE INSURANCE COMPANY, LD.
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent.

Hongkong, 1st August, 1900. 2794

"L'URBAINE" FIRE INSURANCE COMPANY, LD.
(Established 1838.)

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO.

Hongkong, 7th February, 1901. [439

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

ASSETS EXCEED $50,000,000

IN Accordance with Instructions received from the Head Office of this Company, a Branch of the
ACCIDENT DEPARTMENT
has been opened in Hongkong. Policies can now be obtained for FIRE, MARINE, TYPHOON, and ACCIDENT INSURANCE and FIDELITY GUARANTEE.

W. H. T. DAVIS,
Local Manager,
10, Des Vœux Road, Central.

Hongkong, 22nd May, 1901. [1307

TO TOURISTS AND TRAVELLERS.

THE STANDARD LIFE ASSURANCE COMPANY grants Policies to Travellers for Three or Six Months without Medical Examination.

Before leaving for a tour or for your holidays take out one of these Policies to cover any outstanding debts you may have or an overdraft at the Bank.

The cost is trifling, and the benefit, should anything happen to you while away, will be incomparable.

For Particulars of the Scheme, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 20th May, 1901. [1293

SUN INSURANCE OFFICE, LONDON
FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & CO.,
Agents.

Hongkong, 16th May, 1892. [30

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, S'JACOB & CO.

Hongkong, 2nd April, 1900. [33

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates

SIEMSSEN & CO.,
Agents.

Hongkong, 16th November, 1872. [29

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1899 £14,409,089.

I. AUTHORISED CAPITAL...	£3,000,000	0	0
SUBSCRIBED CAPITAL....	2,750,000	0	0
PAID-UP CAPITAL.....	687,500	0	0
II. FIRE FUNDS.....	2,731,183	13	7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 22nd June, 1900. [1872

PHŒNIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.,
Agents for the Phœnix Fire Office.

Hongkong, 17th August, 1887. [32

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA,
INCORPORATED 1851.
CAPITAL.....£410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.,
Agents.

Hongkong, 18th May, 1900. 1283

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSSEN & CO.

Hongkong, 29th May, 1895. [31

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO.

Hongkong, 16th September, 1899 [760

SCIENTIFIC MISCELLANY.

GEOGRAPHY OF THE ATLANTIC BOTTOM — WEATHER MAKING—BILE AND BACTERIA—REAL BLOOD-RAIN — OZONE CLEANSING—SEA-SICKNESS — BIRD DESTRUCTION IN FRANCE—THE AUTOMATIC ELECTRIC-LIGHT BUOY—COMFORT FOR LOVERS OF SWEETS—ACETYLENE—MAKING WASTE.

About 500 soundings made in the North Atlantic in 1899 in the interests of cable-laying have added considerably to what is known of the ocean bottom. Sir John Murray records these soundings in three groups—those between the Azores and the British Isles, those between the Azores and North America, and those on the Azores bank. In each series there were interesting new discoveries. On the first line the "Peake Deep," a new depression of over 3,000 fathoms, was revealed; but a more important discovery was that of numerous shoals, evidently the summits of submarine cones, rising sharply from a depth of more than 2,000 fathoms to 1,200 or 1,400 fathoms. The more southerly of the two lines of soundings between the Azores and North America showed an unexpected extension of the great Newfoundland bank. Observations of bottom temperatures, currents and deposits were made by the exploring party, and results differing materially from those of the *Challenger* in the same region were obtained.

Human influence on the weather has been found by Dr. W. Trabert, of the Paris Meteorological Society, to be very slight. It is chiefly involuntary, due to deforestation and the extensive burning of coal, and its effects are an increase in drouths and inundations, fogs in industrial centres like London, and an increase in thunderstorms, which have doubled in number in Europe since 1870. That steam cannot influence rainfall is proven by the exceedingly minute quantity produced, while the 1,140 pounds of dust thrown into the air from coal fires for each square mile of Germany is a very tangible cause. Voluntary changes in weather have been from artificial clouds to prevent frost and explosions to avert hail, the artificial production of rain being very doubtful.

For improving the sanitary condition of theatres Dr. Hanriot, of the Paris Academy of Medicine, suggests easily cleaned varnished woodwork, linoleum flooring that can be washed and a daily-changed covering of fine gravel, better natural ventilation and more sunlight, and leather-covered chairs.

The antitoxic action of bile seems to have been known for centuries to the natives of India and the peasants of France. A recent traveller relates that when a person is bitten by a mad dog in Bengal, the animal is promptly killed and the victim of the bite is given to eat a piece of its raw liver, and this is regarded—apparently with good reason—as a perfect safeguard against hydrophobia. In France the treatment with bile is a remedy for the viper's bite. Experimenting in the laboratory, M. Neufeld has lately found that rabbits bile has the remarkable property of rapidly dissolving as much as 300 times its volume of certain bacteria, and that subcutaneous injections of the solution give rabbits and guinea pigs immunity from infection. The bile of man, monkeys and other animals has the same power, in less degree, of dissolving microbes. But the serum of rabbits has no such effect, and while bile counteracts hydrophobia poison, it has no influence on cholera, diphtheria and other organisms.

Coloured rains, like the red rain that not long ago produced a sensation in Europe, are well known, being due to dust or pollen washed from the air. A singular instance of another kind is recalled by Prof. Palazzo, an Italian meteorlogist. On May 15, 1890, the fall of red drops from the clouds for several minutes on two occasions astonished the people of Messignadi, in Calabria, and the drops were afterward proven to be genuine blood—that of birds. It is supposed that the birds in a dense migrating mass high in air had been injured by a hurricane.

A new method of cleaning foul casks consists in first washing and steaming and then blowing ozonised air into the bung-hole. When very foul, the casks are first chemically cleaned with sodium hypochlorite or magnosium hypochlorite solution; sometimes with a little acid to free the chlorine, and are finally washed thoroughly with ozonised water. The foulest casks are made sweet.

Sea-sickness is now a subject of scientific attack. A league has been formed in Paris to investigate it fully, and an early plan is to treat 100 soldiers subject to sea-sickness in one way and another 100 by another method. It is expected that useful conclusions may be reached from the results.

The passing of the birds in France, where protective measures excite little interest, is illustrated by M. Louis-Adrien Levat by the statement that in one spring not less than 1,500 nests were taken, representing a prospective loss of about 6,000 birds, in one province alone. In 1860 an export of 100 cages of insectivorous birds of various kinds was made from Baden to New South Wales, but it would be almost impossible to make such a shipment now on account of the scarcity of such birds in Europe. Not only is the loss of bird life and bird-song in country districts deplorable, but the effect on agriculture is disastrous. It is computed that some birds will consume 200,000 insects in a season, others as many as 600 per day, and that a single insect-eater may be the means of saving 3,200 grains of wheat and 1,150 grapes daily. Some French districts are already practically desolated by insect ravages due to bird-slaughter.

An interesting electric-light buoy is now moored in the North Sea before Husum, in Holstein, to give warning of the dangerous sands at that place. Even a slight motion of the waves generates sufficient electricity for illumination, and clockwork in the interior regulates the half-minute lighting and extinguishing. Tests of this automatic light have proved so satisfactory that the extensive use of such buoys is predicted.

The gibe that candy-eating is as harmful as wine-drinking has not been justified in an investigation by M. Chauveau. A dog was fed on meat and sugar for 54 days, and he gained one-fifteenth in weight, notwithstanding a daily run of 34 miles. When one-third of the sugar was replaced with alcohol, his energy was so reduced that urging was needed to make him run, although he lost but an ounce or two in weight. On alternating the rations, giving the sugar and sugar with alcohol each one week, the corresponding gain and loss of energy were made very apparent.

In the manufacture of acetylene gas, calcium hydroxide is formed to the amount of about 40 per cent. of the calcium carbide used. This by-product proves to be a desirable substitute for caustic lime in agriculture, being especially useful in vine, fruit and grain-growing, and having the advantage of being less readily transformed into carbonate. Calcium hydroxide also finds use in making chloride of lime, and in soap factories and other industries.

IF SMITH HAD EXPLAINED.

My wife says, and she says it with a snap, that never, *never* again will the Smiths get an invitation to eat at our house. And when she once makes up her mind to anything, she sticks to it like shoemaker's wax to a bit of woollen cloth.

You see the Smith's, man and wife, were old and intimate friends of ours. We lived within a stone's throw of each other for many years, and were as thick as treacle. As to our worldly estate, we were about on a level, in very moderate circumstances.

Between two and three years ago Smith's employers sent him to America on some business errand; he would not tell us what. A fortnight since he turned up at home and gave out that he had made a trifle of money for himself while he was away.

Last Tuesday we had them to dinner; the best dinner my wife could get up. And it was a good one, if I do say it myself. Yet, socially, it was a failure. In the old times Smith had the appetite of a cab-horse. Now he picked and winced over the very dishes that used to be his favourites. As my wife pressed him to taste this or that, he thanked her politely, but he didn't eat. Mrs. Smith apologised for her husband, and said he had been ailing somewhat since his return from America. So the dinner ended in disappointment, and the Smiths went home early.

"Poor Smith is ill," said I. "No" said my wife, "he isn't ill. He's proud. He thinks his old friends aren't good enough for him; that's where it is. He's rich, and we are poor, and——" The worried woman here broke down and cried, and I went out for a consolation smoke.

And yet bless your soul!—wait a moment, however. If Smith had been perfectly frank and said, "I am not the man I was. I lived high in America, and I'm all gone to pieces with inflammatory dyspepsia, and this splendid dinner will half kill me if I eat it." If he had said that, we should have pulled through without a break. Why didn't he say it?

Here is a lady who does not hesitate to tell us her experience with that wretched ailment. Miss M. J. Barton is her name, and her home, 56, Sorby Street, Sheffield. In a written statement dated September 19th, 1900, of which the following is the sum and substance. She says that it is now rather more than two years since her health began to fail. At first, she thought it was only some trival ailment that would soon pass away, for beyond loss of appetite and a feeling of languor and weariness, there did not seem to be much the matter with her.

So she struggled on with her work as do countless thousands of brave women every day, hoping to be right again in a short time.

But alas! her hope was short lived, for Indigestion, that demon health-destroyer, had got her in its iron grasp and would not set her free. Instead of getting better, she became worse.

Her tongue was now always foul and nasty, and after taking food—no matter how little—she experienced such a sense of fullness and tightness in the chest that she could scarcely breathe. "It seemed," she says, "as if some heavy weight was resting on my chest and pressing in my ribs." Indeed her chest became so sore and painful that she could scarcely bear anything to touch it, and was almost afraid to walk about, the slightest jolting hurt her so.

This feeling of weight and oppression in the chest is one of the most distressing and common symptoms of Indigestion. Like the red flag of the railway signalman it counsels caution and warns of danger ahead. What untold pain and misery might be avoided if only we heeded these danger signals of nature, but there, what's the good of moralising. We *don't* take warning, therefore suffer in consequence. Miss Barton did, for she goes on to say:—

"At times, I suffered intensely from wind spasms, and was constantly vomiting sour water. Sleep no longer refreshed me, for it only came in snatches and was disturbed by horrible dreams. Deprived of proper rest at nights, and afraid to eat much because of the fearful pains that were sure to follow, small wonder I got so weak and thin, that at last I was forced to give in and take to my bed, where I stayed for six weeks. During that time I vomited a quantity of blood.

"The doctor said I was suffering from Indigestion and an ulcerated stomach. His medicine enabled me to get down stairs again, but did not cure me, for I still suffered great pain after eating, and was always tired and weary.

"In this condition I remained for several months, despairing of ever being well again, but providentially I was led to try Seigel's Syrup, and to that medicine alone is due my present good health. Now I can eat heartily and enjoy my meals without fear of pain, and feel brighter and better in every way than I have done for over two years."

Why Mr. Smith didn't mention his illness at our dinner, I don't know. He admitted it afterwards to me. Still my wife hasn't forgiven him. "Happy," says Homer, "are those who died under the high walls of Troy." Happier yet, say I, are those who live and can eat what is set before them. [60

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON	CALCHAS	Brit. str.	—		BUTTERFIELD & SWIRE	On 28th inst.
LONDON	DARDANUS	Brit. str.	—		BUTTERFIELD & SWIRE	On 11th June.
LONDON	MACMAON	Brit. str.	—		BUTTERFIELD & SWIRE	On 25th June.
LONDON	PROMETHEUS	Brit. str.	—		BUTTERFIELD & SWIRE	On 9th July.
LIVERPOOL DIRECT	RHIPEUS	Brit. str.	—		BUTTERFIELD & SWIRE	On 6th June.
BREMEN, VIA PORTS OF CALL	PREUSSEN	Ger. str.	—	E. Prehn	MELCHERS & Co.	On 29th inst., at Noon.
MARSEILLES & LONDON, &c., V. SINGAPORE, &c.	INABA MARU	Jap. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 31st inst., at Daylight.
MARSEILLES & LONDON	CEYLON	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	On or about 1st June.
MARSEILLES, &c., VIA PORTS OF CALL	LAOS	Fren. str.	—	Flandin	MESSAGERIES MARITIMES	On 3rd June, at 1 P.M.
HAVRE & HAMBURG	SUEVIA	Ger. str.	—	Wagner	HAMBURG-AMERIKA LINIE	To-day.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	—	Foerck	HAMBURG-AMERIKA LINIE	On 31st inst.
HAVRE & HAMBURG	WITTENBURG	Ger. str.	—	Hempel	HAMBURG-AMERIKA LINIE	On 10th June.
NEW YORK VIA PORTS & SUEZ CANAL	AFRIDI	Brit. str.	—		DODWELL & Co., LIMITED	On 31st inst.
NEW YORK	GLENARTNEY	Brit. str.	—		McGREGOR BROS. & GOW	On or about 20th June.
NEW YORK VIA SUEZ CANAL	INDRANI	Brit. str.	—		JARDINE, MATHESON & CO.	On 25th June.
NEW YORK VIA SUEZ CANAL	ARABIA	Brit. str.	—		SHEWAN, TOMES & CO.	On or about 1st Aug.
VANCOUVER, VIA SHANGHAI, &c.	EMPRESS OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 5th June.
VANCOUVER, VIA MOJI, &c.	ATHENIAN	Brit. str.	—	H. Mowatt, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 12th June.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	VICTORIA	Brit. str.	—	J. Panton	DODWELL & Co., LIMITED	On 28th inst.
PORTLAND (OR)	INDRAVELLI	Brit. str.	—		SHEWAN, TOMES & CO.	On or about 5th June.
SAN FRANCISCO VIA AMOY, &c.	CHINA	Brit. str.	—		PACIFIC MAIL S. S. CO.	To-morrow, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	NIPPON MARU	Jap str.	—		TOYO KISEN KAISHA	On 11th June, at Noon.
SAN DIEGO, &c., VIA MOJI, &c.	BELGIAN KING	Brit. str.	—		BUTTERFIELD & SWIRE	On 10th June.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	Ellis	GIBB, LIVINGSTON & CO.	On 30th inst., at 5 P.M.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—		BUTTERFIELD & SWIRE	On 10th June.
NAGASAKI, KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	—	N. Tate	NIPPON YUSEN KAISHA	To-day, at Noon.
TIENTSIN	KWEIYANG	Brit. str.	—		BUTTERFIELD & SWIRE	On 5th June.
SHANGHAI	PARRAMATTA	Brit. str.	—	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On or about 24th inst.
SHANGHAI, CHINKIANG & WUHU	ELITA NOSSACK	Ger. str.	—	Bruhn	EAST ASIATIC TRADING CO., LD.	To-morrow, at 5 P.M.
SHANGHAI	WHAMPOA	Brit. str.	—		BUTTERFIELD & SWIRE	On 29th inst.
SHANGHAI & JAPAN	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 31st inst.
ANPING, VIA SWATOW & AMOY	MAIDZURU MARU	Jap. str.	—	K. Sobajima	MITSUI BUSSAN KAISHA	On 29th inst.
FOOCHOW VIA SWATOW & AMOY	ANPING MARU	Jap. str.	—	S. Atsumi	MITSUI BUSSAN KAISHA	On 5th June, at Daylight.
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	T. Ogata	MITSUI BUSSAN KAISHA	On 26th inst.
TAMSUI & KELUNG	AKASHI MARU	Jap. str.	—	K. Sudzuki	MITSUI BUSSAN KAISHA	On 28th inst.
AMOY, S'PORE, SAMARANG & SOURADAYA	SHANTUNG	Brit. str.	—		BUTTERFIELD & SWIRE	On 29th inst.
SWATOW	THALES	Brit. str.	—	Robson	DOUGLAS LAPRAIK & CO.	To-day, at Noon.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	—	Roach	DOUGLAS LAPRAIK & CO.	On 26th inst., at Daylight.
ILOILO & CEBU	KAIFONG	Brit. str.	—		BUTTERFIELD & SWIRE	On 28th inst.
MANILA	KASUGA MARU	Brit. str.	—	H. Fraser	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	Rolfe	JARDINE, MATHESON & CO.	To-morrow, at Noon.
MANILA	ESMERALDA	Brit. str.	—	J. McGintz	SHEWAN, TOMES & CO.	To-day, at 5 P.M.
MANILA	CHANGSHA	Brit. str.	—		BUTTERFIELD & SWIRE	On 10th June.
SINGAPORE & BOMBAY	MELPOMENE	Aus. str.	—	Matcovich	SANDER, WIELER & CO.	On 31st inst., P.M.
BOMBAY, VIA SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	To-day, at Noon.

SHIPPING.

ARRIVALS.

May 22, MICHAEL JEBSEN, German str., 700, J. Jessen, Hoihow 20th May, General.—JEBSEN & CO.

May 23, HONGKONG, French str., 862, Pannier, Haiphong 20th May and Hoihow 21st, General.—A. R. MARTY.

May 23, DEVAWONGSE, German str., 1,057, H. Texter, Bangkok 17th May, General.—BUTTERFIELD & SWIRE.

May 23, PAKHOI, British str., 1,248, Williams, Wuhu and Chinkiang 19th May, General.—BUTTERFIELD & SWIRE.

May 23, ARRATOON APCAR, British str., 2,879, E. Fey, Calcutta 4th May, Penang 14th and Singapore 18th, General.—DAVID SASSOON, SONS & CO.

May 23, SUEVIA, German str., 2,662, Wagner, Shanghai 19th May, General.—CARLOWITZ & CO.

May 23, THALES, British str., 836, A. J. Robson, Huiphong 20th May and Hoihow 21st, General.—DOUGLAS LAPRAIK & CO.

May 23, LOYAL, German str., 1,237, Weidlich, Pekalongan (Java) 14th May, Sugar.—SANDER, WIELER & CO.

May 23, STYX, French gunboat, 1,795, Vincent, Canton 22nd May.

May 23, IRIS, American transport, 1,750, J. J. Meany, Yokohama 15th May.

May 23, BENGAL, British str., 2,751, S. Barcham, Shanghai 21st May, Mails and General.—P. & O. S. N. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
22ND MAY.

Bengloe, British str., for Japan.
Ulysses, British str., for Manila.
Hangchow, British str., for Shanghai.
Wingsang, British str., for Shanghai.
Onsang, British str., for Singapore.
Pakhoi, British str., for Canton.
Yiksang, British str., for Canton.
Loongmoon, German str., for Shanghai.
Deuteros, German str., for Mantung.
Suevia, German str., for Singapore.
Anping Maru, Japanese str., for Swatow.
Aristea, Austrian str., for Moji.
Wakasa Maru, Japanese str., for Nagasaki.

DEPARTURES.

May 23, ARISTEA, Austrian str., for Moji.
May 23, WAKASA MARU, Jap. str., for Japan.
May 23, LOONGMOON, Ger. str., for Shanghai.
May 23, GLENGYLE, British str., for Shanghai.
May 23, WINGSANG, British str., for Shanghai.
May 23, ONSANG, British str., for Sourabaya.
May 23, YIKSANG, British str., for Canton.
May 23, PAKHOI, British str., for Canton.
May 23, SISHAN, British str., for Swatow.
Mar 23, INDIA, Austrian str., for Yokohama.
May 23, GERMANIA, German str., for Amoy.

VESSELS IN DOCK.

ABERDEEN DOCKS.—

KOWLOON DOCKS.—U.S.S. *Beaninglon, Compania de Filipine, Burnside, Athenian, Kiang Tung, Meade, Union, Taicheong, Janus, P. C. C. Klao, Iris.*

COSMOPOLITAN DOCK.—*Colonies, Simongan, Heungshan.*

SHIPPING REPORTS.

The German steamer *Devawongse*, from Bangkok 17th May, had fine weather and smooth sea.

The British steamer *Pakhoi*, from Wuhu and Chinkiang 19th May, had moderate monsoon and occasional fog and showers.

The British steamer *Thales*, from Haiphong 20th May and Hoihow 21st, had light variable wind, calm sea, fine and clear weather. Vessel in Haiphong—*Hue.*

The British steamer *Arratoon Apcar*, from Calcutta 4th May, Penang 14th and Singapore 18th, had fine, clear weather and smooth sea from port to port.

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"KASUGA MARU,"

3,873 tons gross, Captain H. Fraser, will be despatched for the above port TO-DAY, the 24th instant, at 4 P.M.

This new Mail steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to
A. S. MIHARA,
Manager.

Hongkong, 17th May, 1901. [1274

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BENGAL,"

Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 25th May, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed *via* Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 13th May, 1901. [1

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain Rolfe, will be despatched as above TO-MORROW, the 25th inst., at NOON.

This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 23rd May 1901. [1327

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 26th inst.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 20th May, 1901. [17

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI AND KELUNG.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Sudzuki, will be despatched for the above ports on TUESDAY, the 28th May.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 21st May, 1901. [1304

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the above ports on THURSDAY, the 30th inst., at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and *vice versa.*

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 15th May, 1901. [1249

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ROSETTA MARU, N. Tate	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, NOON. 24th May, at
HIROSHIMA MARU, S. Yoshizawa	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, NOON. 24th May, at
KASUGA MARU, H. Fraser	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 4 P.M. 24th May, at
INABA MARU, W. Bainbridge	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, DAYLIGHT. 31st May, at

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 29th April, 1901. [13

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	PARRAMATTA, R. T. Cook, R.N.R.	About 24th May	Freight or Passage.
LONDON, &c.	BENGAL, S. Barcham	Noon, 25th May	*See Special Advertisement.*
SHANGHAI AND JAPAN	JAVA, H. W. Gordon, R.N.R.	About 31st May	Freight or Passage.
MARSEILLES AND LONDON	CEYLON, W. Hayward, R.N.R.	About 1st June	Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 24th April, 1901. [1

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA, Capt. Wagner	HAVRE & HAMBURG (Calling at Singapore)	On 24th May, Freight.
SEGOVIA, Capt. Foerck	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 31st May, Freight.
WITTENBERG, Capt. Hempel	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 10th June, Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

Hongkong, 30th April, 1901. [1051

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

"EMPRESS OF CHINA"...Comdr. R. Archibald, R.N.R....WEDNESDAY, 5th June, 1901.
"EMPRESS OF INDIA"....Comdr. O. P. Marshall, R.N.R..WEDNESDAY, 26th June, 1901.
"EMPRESS OF JAPAN"..Comdr. H. Pybus, R.N.R. .....WEDNESDAY, 17th July, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows:—

"ATHENIAN"...3,882 Tons...Comdr. H. Mowatt...On or about WEDNESDAY, 12th June.

Taking Cargo and Passengers for all points in CANADA and UNITED STATES.

In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3RD CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 16th May, 1901. [10

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT *SOUTHAMPTON* TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.		SAILING DATES.
PREUSSEN	WEDNESDAY	29th May.
HAMBURG (Hamburg-Amerika Linie)	THURSDAY	13th June.
SACHSEN	THURSDAY	27th June.
KIAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY	11th July.
BAYERN	THURSDAY	25th July.
STUTTGART	THURSDAY	8th August.
KONIG ALBERT	THURSDAY	22nd August.
PRINZESS IRENE	THURSDAY	5th September.
PRINZ HEINRICH	THURSDAY	19th September.
PREUSSEN	WEDNESDAY	2nd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	16th October.
SACHSEN	WEDNESDAY	30th October.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	13th November.
BAYERN	WEDNESDAY	27th November.

ON WEDNESDAY, the 29th day of May, 1901, at NOON, the Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 27th May, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 28th May, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 28th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 16th May, 1901. [9

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
VICTORIA	3,502	J. Panton	May 23th
BRAEMAR	3,601	W. Watt	June 7th
GLENOGLE	3,750	W. Frakes	June 28th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA and TACOMA to DYEA and St. MICHAEL.

Rates of Passage to other Points on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 7th May, 1901. [11

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"PROMETHEUS"	On 28th May.
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 11th June.
GLASGOW and LIVERPOOL...	"ALCINOUS"	On 14th June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"CALCHAS"	On 28th May.
LONDON	"DARDANUS"	On 11th June.
LONDON	"MACHAON"	On 25th June.
LONDON	"PROMETHEUS"	On 9th July.
LIVERPOOL, DIRECT ..... (Taking Cargo at London Rates)	"RHIPEUS"	On 6th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 20th April, 1901. [15

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL.
ILOILO and CEBU	* "KAIFONG"	On 28th May.
AMOY, SINGAPORE, SAMARANG and SOURABAYA	"SHANTUNG"	On 29th May.
SHANGHAI	"WHAMPAO"	On 29th May.
TIENTSIN	"KWEIYANG"	On 5th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	* "CHANGSHA"	On 10th June.
MANILA	* "CHANGSHA"	On 10th June.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th May, 1901. [16

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Sobajima, will be despatched for the above ports on WEDNESDAY, the 29th instant.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 21st May, 1901. [18

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SINGAPORE AND BOMBAY.
(In close connection with the Company's accelerated line to Trieste.)

THE Company's Steamship

"MELPOMENE,"

Captain Matcovich, will be despatched as above on FRIDAY, the 31st inst., P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO.,
Agents.

Hongkong, 20th May, 1901. [6

REGULAR STEAMSHIP SERVICE TO NEW YORK
VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"AFRIDI"	31st May
* "HILLGLEN"	14th June
"LOWTHER CASTLE" ...	30th June
"HEATHBURN" ...	About 17th July.
"HUDSON"	——
"JUPITER"	——
"SATSUMA"	——

*. Calling at MANILA.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 24th May, 1901. [878-1194-988

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX,
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 3rd June, 1901, at 1 P.M., the Company's Steamship "LAOS," Captain Flandin, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES *via* Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 2nd June. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 21st May, 1901. [2

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 5th June, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 23rd May, 1901. [19

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, June 11, 1901, at NOON.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, July 4 1901, at NOON.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, July 30, 1901, at NOON.

THE Twin-Screw Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 11th June, 1901, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 20th May, 1901. [5

VESSELS ON THE BERTH

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE
VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 25th May, at NOON.
"DORIC"	SATURDAY, 1st June, at NOON.
"PERU"	TUESDAY, 18th June, at NOON.
"COPTIC"	THURSDAY, 27th June, at NOON.
"CITY OF PEKING"	SATURDAY, 13th July, at NOON.
"GAELIC"	TUESDAY, 23rd July, at NOON.

THE P. M. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU on SATURDAY, the 25th inst., at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *via* Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at $100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than $100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 6th May, 1901. [3—4

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "BELGIAN KING" ...About 10th June.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE and YOKOHAMA on or about 10th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.

Hongkong, 16th May, 1901. [14

THE UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI"

will be despatched for the above port on or above 25th June, 1901.

For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 17th May, 1901. [1273.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA"

will be despatched for the above port on or about 1st August, 1901.

For Freight, apply to
SHEWAN TOMES & CO.,
Agents.

Hongkong, 15th May, 1901. [1263

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with OREGON RAILROAD AND NAVIGATION COMPANY.
Operating the New First Class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION,"
between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

"INDRAVELLI"

will be despatched for Portland (Or.) on MONDAY, the 10th June, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON,
General Agent,
or to
SHEWAN, TOMES & CO.

Hongkong, 24th May, 1901. [1288

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY."

Captain Warner, will be despatched as above on or about the 20th June, 1901.

For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Agents.

Hongkong, 18th May, 1901. [1289

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ADOLPH OBRIG, American ship, Amesbury.—Standard Oil Co.
CLAVERING, British str., J. Barker.—Dodwell & Co., Ltd.
COMPANIA DE FILIPINA, Amr. str., D. Migue. Orts.—Brandao & Co.
RANZA, British str., Arnot—Standard Oil Co.
SEA WITCH, American ship, Howes.—Master

AMERICAN SYSTEM OF DENTISTRY
AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF POATE & NOBLE).

Hongkong, 15th September, 1899. [759

NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"NUERNBERG,"

Captain Mayer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M., TO-MORROW.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th May will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th May, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 17th May, 1901. [1283

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PEKIN."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—

From Persian Gulf, ex B. I. S. N., and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 28th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE.
Superintendent.

Hongkong, 21st May, 1901. [1

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"INDIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo:—

From Venice, ex s.s. *Maximiliano*, transhipped at Trieste.

From Levante, ex s.s. *Poseidon* and *Imperator*, transhipped at Port Said.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before NOON on the 28th of May, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th of May will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.

Hongkong, 21st May, 1901. [1269

STEAMSHIP "NATAL."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, ex s.s. *Guadiana* and Bordeax, ex s.s. *Ville de Marseille*, in connection with above Steamer are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 27th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 27th inst., or they will not be recognised.

All damaged packages will be examined on MONDAY, the 27th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agents.

Hongkong, 20th May, 1901. [2

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"WAKASA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 28th instant will be subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 31st inst., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 21st May, 1901. [1306

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ACHILLES"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ld.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 22nd instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 29th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 30th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 20th May, 1901. [15

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE."
FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 28th instant, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 5th June, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 21st May, 1901. [1305

INTIMATIONS.

POST OFFICE NOTICES.

☞ Parcel Mails for Europe, &c., by the s.s. *Bengal*, will close at 3 p.m., to-day.

On Friday, the 24th inst., the Money Order Office will be entirely closed, but the general office and the Registration branch will be opened as usual.

The *Parramatta*, with the English Mail of the 26th April, left Singapore on Sunday, the 19th inst., at 5 p.m., and may be expected here to-day. This Packet brings replies to letters despatched from Hongkong on 25th March.

The *Doric*, with the American Mail of the 21st ult., left Shanghai on Wednesday, the 23rd inst., at daylight, and may be expected here to-day.

The *Nippon Maru*, with the American Mail of 3rd inst., left Yokohama to-day, the 23rd inst., at daylight, and may be expected here on or about Friday, the 31st inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Canton	*Fowan*	Friday, 24th, 7.30 A.M.
Nagasaki, Kobe and Yokohama	*Bengloe*	Friday, 24th, 9.00 A.M.
Singapore, Colombo and Bombay	*Hiroshima Maru*	Friday, 24th, 11.00 A.M.
Nagasaki, Kobe and Yokohama	*Rosetta Maru*	Friday, 24th, 11.00 A.M.
Macao	*Honam*	Friday, 24th, 1.15 P.M.
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	*Kasuga Maru*	Friday, 24th, 3.00 P.M.
Singapore	*Suevia*	Friday, 24th, 3.00 P.M.
Haiphong	*Michael Jebsen*	Friday, 24th, 5.00 P.M.
Touron and Quinhon	*Progress*	Friday, 24th, 5.00 P.M.
Canton	*Fatshan*	Friday, 24th, 5.00 P.M.
Manila	*Yuensang*	Saturday, 25th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	*China*	Saturday, 25th, Registration ... 9.45 A.M. (Registration, with late fee of 10 cents, up to 10.30 A.M.) Letters ... 10.45 A.M.
EUROPE, &c., India via Tuticorin (Late Letters 10.55 to 11.15 A.M. Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	*Bengal*	Saturday, 25th, Circulars ... 8.00 A.M. Registration ... 9.45 A.M. (Registration, with late fee of 10 cents, up to 10.30 A.M.) Papers ... 10.15 A.M. Letters ... 10.45 A.M.
Iloilo and Cebu	*Kaifong*	Monday, 27th, 4.00 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma	*Victoria*	Tuesday, 28th, 3.00 P.M.
Amoy, Singapore, Samarang and Sourabaya	*Shantung*	Tuesday, 28th, 5.00 P.M.
EUROPE, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	*Preussen*	Wednesday, 29th, Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters ... 11.00 A.M.
Shanghai	*Whampoa*	Wednesday, 29th, 4.00 P.M.
Timor, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne	*Eastern*	Thursday, 30th, 5.00 P.M.

TO-MORROW.

Concert, Club Lusitano, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

THURSDAY, 23rd May.

ON LONDON.—	
Telegraphic Transfer	1/11¼
Bank Bills, on demand	1/11⅝
Bank Bills, at 30 days' sight	1/11½
Bank Bills, at 4 months' sight	1/11⅜
Credits, at 4 months' sight	2/0
Documentary Bills, 4 months' sight	2/0⅛
ON PARIS.—	
Bank Bills, on demand	2.47
Credits, at 4 months' sight	2.51½
ON GERMANY.—	
On demand	2.00¼
ON NEW YORK.—	
Bank Bills, on demand	47½
Credits, 60 days' sight	48⅛
ON BOMBAY.—	
Telegraphic Transfer	147½
Bank, on demand	147¾
ON CALCUTTA.—	
Telegraphic Transfer	147½
Bank, on demand	147¾
ON SHANGHAI.—	
Bank, at sight	72⅞
Private, 30 days' sight	73⅛
ON YOKOHAMA.—	
On demand	3½ p.c. pm.
ON MANILA.—	
On demand	2 p.c. pm.
ON SINGAPORE.—	
On demand	1 p.c. pm.
ON BATAVIA.—	
On demand	118
ON HAIPHONG:—	
On demand	2½ p.c. pm.
ON SAIGON:—	
On demand	1 p.c. pm.
ON BANGKOK:—	
On demand	59¾
SOVEREIGNS, Bank's Buying Rate	$10.07
GOLD LEAF, 100 fine, per tael	$52.25
BAR SILVER, per oz.	27½

OPIUM.

Quotations are:—	Allowce net. to 1 catty.		
Malwa New	$830	to —	per picul.
Malwa Old	$840	to $850	"
Malwa Older	$860	to $870	"
P. P'per-wrapped	$820	to —	"
Persian fine quality	$850	to —	"
Persian extra fine	—	to —	"
Patna New	—	to —	per chest.
Patna Old	$955	to —	"
Benares New	—	to —	"
Benares Old	$960	to —	"

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. steamer *Parramatta* left Singapore for this port on the 19th inst., at 5 p.m., with the outward English mails, and is due here to-day, at about noon.

THE AMERICAN MAILS.

The O. & O. steamer *Doric*, with mails, &c., left Shanghai for this port on the 22nd inst. at daylight.

The T. K. K. steamer *Nippon Maru*, with mails, &c., from San Francisco to the 3rd inst., *via* Honolulu, has arrived at Yokohama, and will leave for this port *via* Inland Sea, Kobe, Nagasaki and Shanghai on the 23rd inst. at daylight.

The P. M. steamer *Peru*, with mails, &c., left San Francisco for this port *via* Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 11th inst.

The O. & O. steamer *Coptic*, with mails, &c., left San Francisco for this port *via* Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 21st inst.

THE GERMAN MAILS.

The Imperial German mail steamer *Sachsen*, carrying the German mail with dates from Berlin of the 29th ult., left Colombo on Friday, p.m., the 17th inst., and may be expected here on or about Tuesday, the 28th inst.

The Imperial German mail steamer *Preussen* left Kobe *via* Nagasaki and Shanghai on Sunday, p.m., the 19th inst., and may be expected here on or about Tuesday, the 28th inst.

THE CANADIAN MAIL.

The C. P. R. steamer *Empress of China* arrived at Kobe at 3 p.m., on the 21st inst., and left again at midnight same day *via* Nagasaki for Shanghai, where she is due to arrive at 6 a.m. on the 25th inst.

MERCHANT STEAMERS.

The P. & O. steamer *Nankin* left Singapore for this port on the 18th inst., at 6 p.m.

The E. & A. steamer *Eastern* left Kobe at noon on the 21st inst., and is due here on Sunday, the 26th inst.

The P. & A. steamer *Indravelli* arrived at Yokohama on the 21st inst., and left for this port on the afternoon of the 22nd inst.

The N. L. steamer *Strassburg*, from Hamburg, left Singapore for this port on the 23rd inst., and may be expected here on or about the 29th inst.

The E. & A. steamer *Airlie*, from Sydney, left Port Darwin on the 17th inst. for Manila and Hongkong.

The N. P. steamer *Duke of Fife* has arrived at Yokohama, and sails for Hongkong on the 15th inst.

The Barber Line steamer *Heathburn* left New York on the 31st March for Straits, Hongkong, China and Japan.

The C. & O. steamer *Belgian King* left San Diego for Japan and Hongkong on the 24th ult.

The N. P. steamer *Queen Adelaide* sailed from Tacoma for Japan and Hongkong on the 8th inst.

STEAMERS PASSED THE CANAL.

OUTWARD.—9th April.—*Oak Branch, Claverley, Glenarthney, Gloucester City.* 16th April.—*Easingwold.* 23rd April.—*Plassy, Benmohr.* 26th April.—*Coulsdon.* 30th April.—*Prometheus, Dragoman, Auchenarden, Strassburg, Heathburn.* 3rd May.—*Glenlochy, Maria Valerie, Laisand, Maria, Java, Lindenesall, Redcross.* 7th May.—*Ching Wo.* 8th May.—*Albenga, Sachsen.* 10th May.—*Bombay, Cozet, Osborne.* 14th May.—*Bentawers, Glaucus, Malaya, Hudson, Sydney, Ness, Sambia.* 17th May.—*Flintshire, Marburg, Alcinous, Crusader, Rhein, Devonshire, Imogene, Silesia* (Ger.). 21st May.—*Shanghai, Kherson, Kiautschou, St. Dunstan, Wurzburg.*

HOMEWARD.—14th May.—*Sibiria.* 17th May.—*Idomeneus, Tantalus.* 21st May.—*Candia, Sanuki Maru, Oceanien, Salazie.*

ARRIVALS AT HOME.—21st May.—*Savoia, China.*

PASSENGERS.

ARRIVED.

Per *Thales*, from Haiphong, &c., Messrs. Lue and Guilloux and Mdlle. Chevalier.

Per *Arratoon Apcar*, from Calcutta, &c., Mr. and Mrs. Heber Percy, Lieut. C. Wallace, H.K.R., Messrs. Van Sickle, Knapp and C. H. Jones and Sub-Conductor Graham.

Per *Bengal*, from Shanghai, for Hongkong, Messrs. W. A. Prewitt and D. Henderson, Mr. and Mrs. Williams and two children, Capt. G. F. Napier, Messrs. H. Fenkelchtain and A. M. Eisenstark, Capt. G. E. Robbins, Mr. J. H. Moller, Miss Moller, Miss N. E. Moller, and Capt. E. K. Moore; for Singapore, Mr. Sternberg; for Brindisi, Mr. M. Friedlandsky; for London, Comdr. Winnington Ingram, R.N., Messrs. G. S. Lapsley, H. W. Jones, A. Stewart, F. M. Noisey, R. Allen, S. Bath, C. Norby, J. C. Roper, J. Crawford, C. Knowles, A. Thompson, W. Howard, A. Howell, and E. Dee; from Yokohama, for Singapore, Mrs. Cleeve and three children; for Bombay Rev. L. M. Haslope.

DEPARTED.

Per *Wakasa Maru*, for Japan, Capt. Waymouth, R.A., Mr. H. E. Battlewalla, Mr. and Mrs. Uchida, Miss M. Uchida, Master I. Uchida, Miss S. Mita, Mrs. Playfair, Messrs. Murimura, Murata, Southern, Miss H. Seymour, Mr. J. Banza, Dr. H. Mine, Miss C. Seymour, Messrs. K. Horiguchi, N. Koriki, Miss L. Seymour, Mrs. de Katzumtze, and Mr. K. Mitazaki.

JOINT STOCK SHARES.

Hongkong, 23rd May.

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'ha	$125	377½ p.ct. prem. =$566.87, sel. L'don, £61.10s.
China & Japan, ordy.	£4	£1.
Do. deferred	£1	£5. 5s.
Natl. Bank of China		
A. Shares	£8	$27, buyers
B. Shares	£3	$21, buyers
Foun. Shares	£1	$15, sellers
Bell's Asbestos E. A.	£1	$1.10.
Campbell, Moore & Co.	$10	$20.
China-Borneo Co., Ld.	$15	$dd, sellers
China Light and Power Co., Ld.	$20	20, nominal
China Prov. L. & M.	$10	$9½, buyers
China Sugar	$100	$164, buyers
Cigar Companies—		
Alhambra, Limited	$500	$1,000, buyers
La Commercial, Ld.	$500	$1,000, buyers
Henalana, Limited	$100	$100, buyers
La Favorita, Ld.	$500	$150, buyers
Cotton Mills—		
Ewo	Tls. 100	Tls. 50, buyers
International	Tls. 100	Tls. 40.
Laou Kung Mow	Tls. 100	Tls. 5[illegible]
Soychee	Tls. 500	Tls. 325.
Yamoong	Tls. 100	Tls. 25.
Hongkong	$100	$74, buyers
Dairy Farm	$6	$7, buyers
Fenwick & Co., Geo.	$25	$00, sellers
Green Island Cement	$10	$17½, sellers
H. & C. Bakery	$50	$00.
Hongkong & C. Gas	£10	$135, buyers
Hongkong Electric	$10	$12½, buyers
	$5	$6¼, buyers
H. H. L. Tramways	$100	$225, buyers
Hk. Steam Water-boat Co., Ld.	$5	$7½, buyers
Hongkong Hotel	$50	$120, sellers
Hongkong Ice	$25	$17½, buyers
H. & K. Wharf & G.	$50	$105, buyers
Hongkong Rope	$50	$157½, buyers
H. & W. Dock	$50	$217½, sellers
Insurance—		
Canton	$50	$180, sellers
China Fire	$50	$57½, sellers
China Traders'	$25	$59, buyers
Hongkong Fire	$50	$560, sellers
North China	£25	Tls. 180, buyers
Straits	$20	nominal
Union	$50	$340, buyers
Yangtsze	$50	$125.
Land and Building—		
Hongkong Land Inv.	$100	$197, sellers
Humphreys Estate	$10	$14, sellers
Kowloon Land & B.	$50	$30.
West Point Building	$50	$50, buyers
Luzon Sugar	$100	$35, sellers
Mining—		
Charbonnages	Fcs. 250	$320, buyers
Jelebu	$5	$5.20, sellers
Queen's Mines, Ld.	25c.	7 cents, sellers
Olivers Mines, A.	$5	$1¼, sellers
Do. B.	$1½	1¼, sellers
Punjom	$5	$4½, sellers
Do. Preference	$1	$1.25.
Raubs	13-	$21, buyers
New Amoy Dock	$63	$22½, buyers
Oriente Hotel, Manila	$50	$50, sellers
Robinson Piano Co., Ld.	$50	$50, nominal
Steamship Coys.—		
China and Manila	$50	$63, sellers
	$80	$53.
China Mutual Pref.	£10	£12.
China Ordinary	£10	£12.
Do.	£5	£7.
Doughs Steamship	$50	$53, sellers
H., Canton and M.	$15	$31½, sellers
Indo-China S. N.	£10	$137, sellers
Shell Transport and Trading Co.	£1	£3, sellers
Star Ferry	$10	$24, sellers
		$92, sellers
Tebrau Planting Co.	$5	$3, sellers
United Asbestos	$4	$14½.
Do.	$10	$20.
Wanchai Warehouse	$37½	$64, buyers
Watkins, Ld	$10	$9¾.
Watson & Co., A. S.	$10	$10½, sell. ex div.
Universal Trading Co., Ld.	$20	$19½, buyers

VERNON & SMYTH, Brokers.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. R. W. Almond
Mr. R. J. Andes
Mr. Andrew
Mrs. Angus
Mr. H. Arnold
Mr. & Mrs. J. E. Ashdown and children
Mrs. & Miss Atkinson
Mr. J. D. Auld
Mr. W. S. Bailey
Mr. P. Brydon
Mr. & Mrs. O. M. D. Bell
Mr. D. Benjamin
Mr. F. G. A. Beringer
Mr. Black
Lieut. Brandreth, R.N.
Mrs. Brandreth
Maj. & Mrs. J. C. Brooks
Mr. & Mrs. Bruce
Mr. C. M. G. Burnie
Mr. Busustow
Mr. D. H. Cameron
Dr. & Mrs. F. Clarke
Mr. J. E. Cole
Mr. J. S. Colson
Mrs. W. Davis & child
Mr. P. C. Denroche
Mr. G. M. Discombe
Major Dorehill, R.A.
Mr. W. M. Duncan
Mr. J. S. Duff
Capt. P. S. Dyson
Mr. J. Ferrer
Mr. G. T. Fiebeyer
Mr. and Mrs. Kennedy Gibson
Mr. C. Glover
Lady Gordon
Miss Gordon
Mr. John Grant
Mr. W. Griffiths
Mr. Harold
Master Hausser
Miss Hausser
Mr. E. C. Hochappel
Mr. Thos. Howard
Mr. & Mrs. A. N. Huke
Mr. R. E. Humpheeys
Capt. Inglefield
Capt. Innes
Mr. E. N. Irving
Mrs. J. B. Jackson and child
Mr. & Mrs. E. S. Joseph
Mr. E. A. Katsen
Mr. A. Kiene
Mr. & Mrs. F. Kiens
Major H. S. King, R.E.
Mr. J. Kirkwood
Mr. T. H. Knapp
Mr. P. A. de Lange
Mr. M. M. Laughorne
Mr. Liblain
Mr. & Mrs. Lindsay
Major E. P. Littledale R.E.
Mr. and Mrs. W. M. Lo
Mr. C. Luc
Mr. R. Lyons
Mr. D. Macdonald
Mr. D. Macdonald
Mr. & Mrs. Manice
Mr. Marlow
Mr. C. J. Mattock
Mrs. McLellan & infant
Mr. J. McWilliams
Mr. F. Messner
Mr. Michael
Mr. J. C. Millar
Mr. Geo. Mudge
Mr. R. Orr
Capt. S. G. Orr
Mr. Pascual
Mr. W. Parritt
Mr. D. Parr
Mr. & Mrs. H. L. Percy
Mr. A. J. Pitcher
Mrs. A. Potter
Mr. C. I. Price
Mr. C. Refardt
Mr. A. H. Reich
Mr. A. Reie
Mr. & Mrs. Rice
Mr. W. M. Rice
Mr. Robertson
Mr. W. V. Robinson
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